

URBAN/MUNICIPAL

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1994

AGENDA OF THE CENTRAL
AREA PLAN IMPLEMENTATION
COMMITTEE

JANUARY 14, 1994-



URBAN/MUNICIPAL

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee

1 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

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CANCELLATION NOTICE

This notice is to advise you that CAPIC's meeting of **Friday February 11, 1994** is cancelled.

The next regularly scheduled CAPIC meeting is:

DATE: Friday March 11, 1994
TIME: 9:30 A.M.
PLACE: Room 233, Hamilton City Hall

URBAN M

JAN 1994

GOVERNMENT DOCUMENTS

Mary Lou Tanner
CAPIC Coordinator

Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1



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PLAN IMPLEMENTATION COMMITTEE

the Planning and Development Committee

100 CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA*

DATE: January 14, 1994

TIME: 9:30 a.m.

PLACE: Room 219, City Hall

AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held November 8, 1993
3. Regional Transportation Study - Arthur Lomax
4. Discussion on Recent Articles regarding Downtown Hamilton
5. Member's Reports
6. Other Business
7. Adjournment

Coordinator

Mary Lou Tanner 546-4148

* Please call if you are unable to attend.

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JAN 1994
GOVERNMENT DOCUMENTS



1. Chairperson's Remarks

Russell Elman called the meeting to order at 2:35 p.m. and welcomed those present.

2. Minutes of October 18, 1993 Meeting

Art Lomax amended the previous minutes from "the United States government is encouraging larger trucks" to "the Provincial government is accepting larger trucks".

It was moved by Gerry Kennedy and seconded by Kay Nolan that the minutes be adopted.

Carried

3. Property Tax Sub-Committee

Gerry Kennedy presented the following points reviewed by this Sub-Committee:

- A specific zoning district is recommended for parking lots as well as design criteria for parking lots;
- no demolition permit should be issued without an approved site plan;
- the mill rate is set by the City; the categories, as determined by the Assessment Act, should include a category for vacant buildings;
- reduce a building's property tax by the percentage that is vacant;
- the City's Zoning By-law is outdated;
- opportunities for exploring the renovation of vacant buildings to alternative uses should be explored.

It was moved by Gerry Kennedy and seconded by Kay Nolan that:

- a) to support the extension of demolition control to the entire Central Area and to obtain the necessary provincial approvals to do so.

Carried

- b) to amend the Zoning By-law to establish a District solely for parking lots with particular respect to the Central Area.

Carried



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Monday November 18, 1993

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Art Lomax
Gerry Kennedy
Kay Nolan

Jim Drake
John Nolan
Graeme McTaggart
John Eyles

Durand Neighbourhood Association
Alderman Ward 2
Hamilton Automobile Club
Metropolitan Hamilton Real Estate Board
Hamilton-Wentworth Roman Catholic
Separate School Board
Beasley Neighbourhood Association
Past Vice-Chairperson
Downtown BIA
McMaster University

REGRETS

Gil Simmons - Vice-Chairperson
Bruce Rankin
Mary Pocius
Richard Maraj

North End Neighbourhoods
Hamilton Society of Architects
International Village BIA
Region of Hamilton-Wentworth Committee
for Persons with Physical Disabilities

STAFF AND OTHERS

Mary Lou Tanner (Coordinator)
Paul Ortmann
Joy Shikaze

Local Planning
Stinson Community Association
Metropolitan Hamilton Real Estate Board

- c) That the Tax Department be requested to review an incentive to preserve vacant buildings such that the mill rate be split so that the taxes on the land represent the majority of the tax for the property.

Carried

4. Transportation Policies

A brief review of the transportation policies of the Central Area Plan was completed. This work will be continued in the new year.

5. Member's Reports

- i) Graeme McTaggart - advised that the Mayor had met with many stakeholders and staff people on Renewing Downtown Hamilton. This group will meet on a monthly basis. Graeme and Mary Pocius will represent CAPIC at these meetings.

6. New Business

It was moved by Jim Drake and seconded by Gerry Kennedy to send a letter to the Stinson Community Association requesting that they appoint a member to CAPIC.

Carried

7. Adjournment

It was moved by Jim Drake that the meeting adjourn.

MLT:mlt

The Spectator

EDITORIALS

Reviving downtown core

Time to act

For too long, people who have expressed concern about the deterioration of downtown Hamilton, east of James Street, have been voices in the wilderness. Vacant stores, rundown businesses and a generally unattractive climate are a growing embarrassment for Hamiltonians. Yet it's almost as if the city has given up.

Apparent apathy about the problems of downtown is shown in the fact that the issue is seldom discussed in any depth at city and regional council meetings. We in the media are open to criticism as well for not devoting more attention to rebuilding the heart of the city and region.

Hamilton can't pin its hopes for downtown renewal on the thin hope that the ripple effects of an economic recovery will somehow rejuvenate the core. It's time for the community to do more to help itself. City hall has a key role to play in replacing

City hall
has a key role
to play

political inertia with action, including making the downtown revival a priority issue for discussion in 1994.

The latest setback to hit downtown, east of James

the announced closing of the landmark S.S. Kresge department store — has at least acted as a wake-up call. It's encouraging that prominent business people in the community, participating in a task force to examine the problems, are speaking out more strongly on the urgency of tackling solutions. Although the Lloyd D. Jackson Square and Eaton Centre tend to reduce downtown pedestrian traffic on the street, indoor shopping malls are there to stay. For that matter, Jackson Square and Eaton Centre face stiff competition from suburban malls which offer ample, free parking. The complaint that downtown parking is too expensive is, in our view, one of the major competitive disadvantages of the core area that needs to be addressed.

Given its present shabby state, it isn't any surprise that downtown Hamilton doesn't figure prominently in Hamilton Wentworth's economic development marketing. There's room in our view to put more emphasis on trying to lure more small businesses, especially in professional and high-skill areas, to the eastern half of the downtown core.

The Vision 2020 report on a sustainable future rightly urged the politicians to encourage redevelopment of Hamilton's central core as the regional centre. Vision 2020 would promote better planning with emphasis on containing suburban developments and promoting growth in existing urban areas. Downtown Hamilton would be a natural place to benefit from a new planning philosophy which would encourage more people to live in and around the central business district.

Previous recommendations from planning committees that have studied ways to ensure a good variety of housing downtown should be dusted off. Some ideas, that all levels of government should consider, include more emphasis on the rehabilitation of old buildings, and providing more facilities for downtown street people.

Lawyer Milton Lewis' proposal for "an old Hamilton" downtown is well worth exploring. The eastern half of the core should be helped with the transformation of the old TH&B station into the GO Centre next year and the renovation of the former post office at Main and John streets into a courthouse. It would also help, however, if more progress could be made in sprucing up Ferguson Avenue, which has great potential as a rails to trails showcase close to the heart of the business district.

It will be a tall order to revitalize downtown, but not an impossible one. Hamilton showed it can overcome long odds in restoring its once-forlorn waterfront in the western half of the harbor. Now is the time to rise to the challenge of downtown renewal.

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Hamilton core in need of 'revival'

By JIM POLING

The Spectator

SPECTATOR JAN 5 1994

IT'S WEATHERED some nasty fights over the decades, but like a broken boxer who's taken one too many punches, Hamilton's downtown is faltering and stumbling along.

After years of neglect and store closures, the historic downtown is now in for the fight of its life.

Even one of its biggest boosters — Ward 2 Alderman Bill McCulloch, who represents the area — admits much of the core is an eyesore and continues to crumble.

Too many stores are vacant or, as one businessman said, filled by "schlock merchandising" outlets. "I honestly don't know where we go from here," said Mr. McCulloch. "It's like watching the Titanic sink. Politicians can only go so far. This is a problem virtually every Canadian city is facing."

Last week, a For Sale sign was posted on another downtown outlet, the S.S. Kresge store, giving notice the almost 64-year old landmark was bailing out.

"I'm heartbroken," said Mr. McCulloch. "It's devastating what's happening to the downtown. One by one, we are losing stores."

Downtown's downturn has not gone unnoticed. Mayor Bob Morrow has struck a task force to come up with solutions, and downtown lawyer Milt Lewis is among those looking for answers, partly to bolster the city's 150th birthday celebrations in 1996.

Before the celebrating begins, however, there's a lot to be done, said Mr. Lewis.

'Not an upbeat place'

"Our downtown is just not an upbeat place to be. It's attracting marginals and worse. People don't want to be there in the daytime even ... There must be an new emphasis on reviving the downtown."

"City council must say this is its number one priority. You have to restore the core or the whole city suffers an enormous loss."

Jim Awad, general manager of the Sheraton Hamilton Hotel, said the vacant storefronts and tired appearances of other stores along King and Main streets has attracted "undesirables" which has an impact on business:

He said hotel guests are frightened to walk downtown at night because they don't like the look of the city.

Peter Mercanti, chairman of a tourism and conventions committee, said police have stepped up patrols, but more measures are necessary, especially if the city is to continue to attract coveted convention business.

"There is no doubt the downtown is suffering. The heart of our region is getting weaker and weaker and weaker," said Mr. Mercanti, of Carmen's, a catering and banquet centre on the Mountain.

Mr. Lewis sees hope in two multi-million-dollar refurbishing projects. The old TH&B station on Hunter Street is getting a massive facelift to make way for a GO Centre next year, and the old post office at Main and John streets is to be renovated as a courthouse.

"That will certainly help stimulate downtown," he said. "It won't do everything, but it's a start." Among other things, Mr. Lewis suggests creating an "old Hamilton" downtown, and trying to tap federal and provincial grant money to restore and highlight historic buildings.

"If the city allows downtown to become a wasteland, this city will disintegrate," he said.

RESTORE THE CORE

A NEW Hamilton means a new downtown. Rebuilding one of the city's most historic and important areas requires community effort and ideas. Send us your suggestions or tips on how to restore the core. We'll publish your ideas in a future edition. Fax us at 526-1395 or write: Restore the Core, The Spectator, 44 Frid Street, Hamilton L8N 3G3.

of it snowing to a bump on a hill while tobogganing behind Rosedale Arena on the weekend.

Andrew Chetwynd, 9, of Hamilton, gets the ride of his life after hitting a bump on a hill while tobogganing behind Rosedale Arena on the weekend.

Winnipeg Sun annual results." Investigators have been given some indication of what led to the

Continued on A2

adians risk

Foreign Affairs scheduled to discuss threats of Canadians in Mexico.

Want a situation our Canadians said Lily Campion, a spokeswoman, vacationing as Canadian tourists in Mexico. Sylvie Guebel, a tour representative, working in Mexico, don't seem to be just happy to

ishop: A3

he said she had bombings in the Pacific coast resort of Acapulco, that she need the department of Canadians to help in Chiapas. I have vowed to have the Mexican Department on about travel by calling the Canadian Press.

Downtown faces taking times

'It's an epidemic and it's not getting any better'

By JIM POLING
The Spectator

IN BOOM times, downtown Hamilton was a city mecca for strolling and shopping, bustling hotels, movie theatres, lots of parking.

Entrepreneurs looking to rent or buy storefronts were out of luck. Stores rarely changed hands, when they did, the space was scooped up before a sign could be tacked to the front.

Today, the heart of Hamilton is rife with For Sale signs and vacant storefronts. Buildings are weathered. The hustle of previous decades has taken a turn for the suburbs.

Real estate agent Michael Radulovich blames the deteriorating core on high property taxes. He says merchants can't afford to stay open and new investment is being chased away because of the stiff leases.

"It's not as if the merchants there are getting a lot of services," he says. "The costs here are way too high. It's an epidemic and it's not getting any better."

Mr. Radulovich has sold several downtown properties over the year. He has the listing for the S.S. Kress building, the latest

landmark operation to abandon the foundering downtown.

The building is listed at \$2.8 million. Mr. Radulovich says taxes are \$117,000, a sum he says frightens off potential investors.

Paul Pappas, owner of Grapes and Things Bar and Restaurant, says downtown Hamilton's taxes are higher than those on Toronto's Yonge Street commercial strip.

In addition to business taxes, he pays \$21,000 in property taxes for his narrow King Street East business.

"I would estimate about 75 percent of the people down here are behind on their taxes," he says. "We need assistance."

At nearby Leeds of Hamilton, owner Wif Gerofsky said the problem is how property taxes are compiled.

"We're being charged based on 1975 values. Things were booming then, now it's bottomed out."

But property taxes are only part of the problem, says real estate agent and Ward 8 Alderman Don Ross.

Mr. Ross, chairman of the city's

finance and administration committee and the region's economic development committee, said



Paul Pappas: Toronto cheaper



Don Ross: demographics

blaming downtown's downfall on business taxes is too simplistic. "Taxes are a place to aim arrows, but it's only one of a multitude of problems."

One of the main causes of the vacant core is changing demographics, he says. "At one time people lived near the downtown, or the downtown was the main commercial centre. But, as a city, we've spread out."

People are living on the Mountain, in the suburbs and areas around Hamilton.

"They may work downtown, but by 5 p.m. they clear out and go to their homes." He said more activity is needed in the core. More housing near where we're in. But, after the words, we have to take action."

two ago, together, getting off the elevator. They weren't saying anything. Canada with but lots of immigrants, and dreams. After a few rewards and work, they took out. But the grimmer now.

FOR GENE
immigrants
Canada with
but lots of
immigrants
and dreams
After a few
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But the
grimmer now.

Details:
Details:

Ann Landers
Business
Cartoons
Crossword
Editorials
Forum
Births and Deaths
Classified
Lotteries

Weather
Tomorrow
Sunny
High: 6
Low: 12
Details A3

Specified

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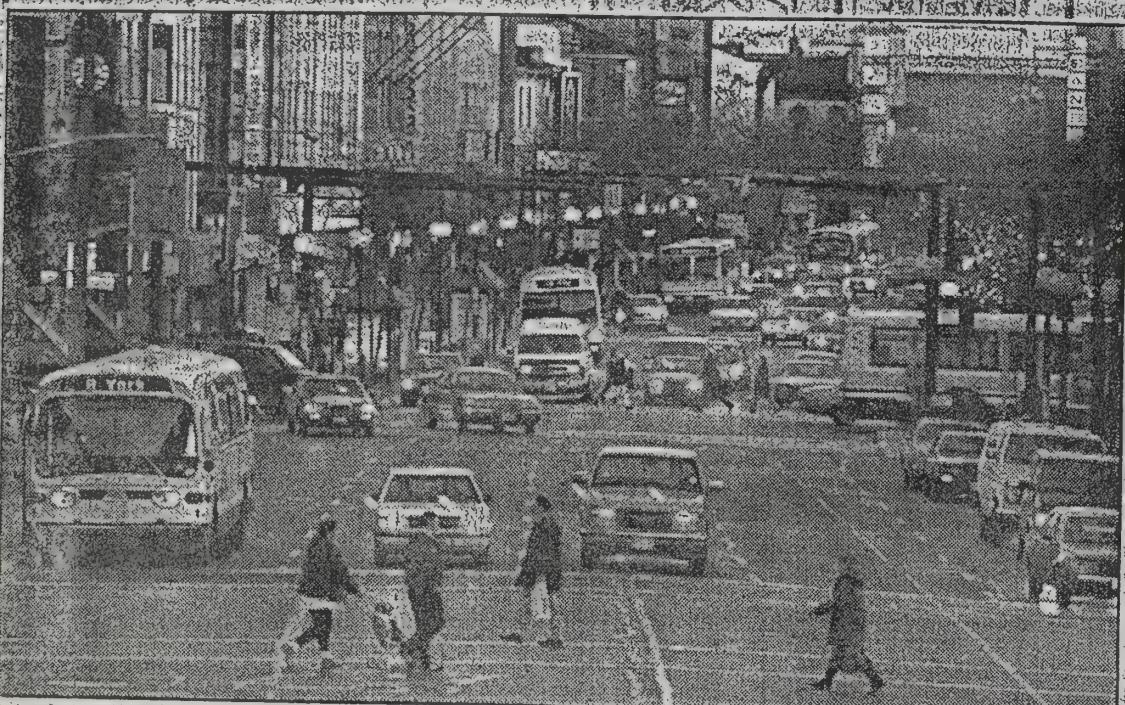
But officials in the Education and Training Ministry are far from seeing it; an internal document

The document cites "the scarcity of available jobs" and questions the ability of caseworkers to pro-

grams. Job Link is at the core of the NDP government's planned overhaul of

to 100,000 training spaces in the first year alone.

The document also reveals previ-



A view of Hamilton's downtown, looking east along King Street.

Southam photo

Hamilton core lively in day but dark and seedy at night

By Ken Peters

SouthamStar Network

HAMILTON — From his bungalow perched on the edge of Hamilton Mountain, John Mokrycke is in a strategic position to view the subject — the city core.

Born 38 years ago into the working class neighborhood around Cannon and Ottawa streets in the city's east end, Mokrycke has the required historical perspective.

A successful architect and the author of the most recent study of Hamilton's core, he boasts the professional expertise to say what's wrong with downtown Hamilton.

"I'm worried," Mokrycke says of the core. "It's in the initial periods of decay. The final verdict is not in."

An ominous assessment for a core that's home to the city's cultural jewels — Hamilton Place, the convention Centre, the Hamilton Art Gallery, Cops Coliseum, Hamilton Market and Hamilton Public Library.

It's the political centre, where one finds city hall, the Hamilton board of education and the Hamilton Wentworth Region, all within a block and a half. And there's a promise, in the short term, with the 17.5-million Hunter Street Go Transit, refurbishment of the old station and a \$72-million project to centralize Hamilton courthouses.

But Mokrycke fears that while the core remains a popular, daytime destination for office and retail workers and shoppers, it's becoming more desolate and dangerous at night. It's an area that has been taken over by seedy bars, arcades, discount stores and crime.

Mokrycke believes a major cause of decay has been Jackson Square, a mecca of merchandise that changed the face of the city when it opened in 1972. "Of all the malls in the city, it is the one that has had the most impact," he says. "It has done so much damage from an urban design point of view."

Southwestern Ontario Downtowns

How they are coping

provided the core with a cash infusion, Mokrycke believes it hasn't been enough to effect the loss of business to the core's independent merchants.

Not surprisingly, Jackson Square marketing director Vivian Johnson disputes Mokrycke's assessment of the impact of the 200-store mall.

"He's not right," says Johnson. "It (the core) was already going down. In fact, Jackson Square has helped retain some life in the downtown."

Mokrycke says Hamilton's one-way street system, long the scourge of visitors, hasn't done the city core any favors. And there is a chronic lack of housing in the core area.

The key component of Mokrycke's study is a proposed public place in front of the Hunter Street terminal that would be linked to Gore Park by a tree-lined pedestrian corridor created by closing Hughson Street to vehicular traffic.

Alderman Don Drury, chairman of the city's planning and development committee, said the study didn't fly because a lack of money translates into a lack of action.

"It's up on the shelf," he said. "If we get money to redevelop, we will dust it off and take a look at it."

But even if that happens, Drury said he cannot envision Mokrycke's proposal for a Hughson Street pedestrian walkway becoming reality because he doesn't believe there's a demand for the Hamilton GO Train service.

Mokrycke said the study, which cost him \$30,000 to produce, just died away.

"I wouldn't have done this if I hadn't lived here! I got caught up in a dream of Hamilton being what its full potential could be."

Hamilton may be arson target

HAMILTON (CP) — A Hamilton church went up in flames Monday night, another possible arson in a wave of deliberately-set fires sweeping this city.

The Queensdale Bible Chapel on the city's escarpment erupted into a billowing inferno in mid-evening, the fifth suspicious blaze in seven nights, and the third fire at a Hamilton church in less than a month.

"I think we're out of a church," said Roy Greene, a trustee and past deacon of the chapel, as he watched firefighters scurry to quench the flames.

"We're dealing with somebody who has a warped mind; somebody who's getting their jollies doing this," said Greene.

At least 50 fires have been set in the central east downtown area over the past 10 months, including one each night between Dec. 29 and Jan. 1.

While the torching incidents may appear to be connected, one senior Hamilton Wentworth police official said they were probably the work of more than one person.

Woman baffle before attack

By Eric Bender

SouthamStar Network

MOSSLEY, Ont. — An unidentified woman fought a bloody, violent battle for her life before being left for dead New Year's night in the barnyard of a London, Ont., area farm less than two kilometres from the site where Lynda Shaw's lifeless body was discovered in 1990.

Provincial police said Monday in the woman battled her attacker in three areas around the back road of a cow barn of farmer Gerald James Hodgins before she died sometime between 7:30 p.m. Jan. 1 and 8:45 a.m. Sunday, when her nude body was discovered by Hodgins.

Late Monday, police issued a statement saying they believed the woman was a London, Ont., resident. Sergeant John Stephens said police think they know who the victim is but can't confirm her identity until an autopsy is performed today.

The victim was beaten so severely her skull was crushed, a factor that was slowing identifica-



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

TC-CAP(A)

POSTPONEMENT NOTICE

Please be advised that the March 11, 1994 CAPIC Meeting has been postponed to MARCH 18, 1994.

The meeting will take place on March 18, 1994 at 9:30 a.m., Room 219, Hamilton City Hall.

An agenda will be sent under separate cover.

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MAR 1 y 1994

GOVERNMENT DOCUMENTS

Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1

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CA 4 ON HBLADS
C51 P4C
1994



Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library

CENTRAL AREA PLAN IMPL
a Subcommittee of the Planning
c/o CITY HALL, 71 MAIN STREET WEST, L8R 3K1

URBAN M

MAR 1994

GOVERNMENT DOCUMENTS

NOTICE OF MEETING AND AGENDA*

DATE: March 18, 1994

TIME: 9:30 a.m.

PLACE: Room 219, City Hall

AGENDA

1. Chairperson's Remarks
2. Sidewalk Obstacles - Presentation by Emmy Weisz and Dennis McIndless
3. Minutes of Meeting held January 14, 1994
4. Discussion on Downtown Hamilton
5. Member's Reports
6. Other Business
7. Adjournment

Coordinator

Mary Lou Tanner 546-4148

* Please call if you are unable to attend.

MINUTES

PATHWAYS COMMITTEE

Meeting Date: JANUARY 20, 1994

There Were Present: Tony Bordonaro (CHAIRMAN), Brian Malone (TRAFFIC), Dennis McIndless, Emmy Weisz, Vladimir Matus (PLANNING), Maria Saint (CNIB), Doris Holder (CIS, ANCASTER), Reg Meiers (PUBLIC WORKS), Wendy Kowalski (SOCIAL PLANNING)

Also Present: Rob Swan (Manager, Property Maintenance Division), Jim Clairmont (Transportation Technician, Roads Department)

Absent With Regrets: Councillor Copps, Hoda Kayal

A) INTRODUCTIONS: of guests and Pathways Committee members.

1) MINUTES OF NOVEMBER 16, 1993: D.McIndless/E.Weisz. Carried.

2) BUSINESS ARISING:

2.1 YELLOW CURB RAMP PAINT: Memorandum from Brian Malone circulated for committee consideration. Outlines costs and extent of project. Funding remains a concern, particularly regarding annual maintenance.

That the Pathways Committee continue to support the "yellow curb" painting project by:

a) conducting a survey of seniors, and people with visual disabilities to measure the usefulness of painted curbs and:

b) reporting the findings with appropriate recommendations to continue or discontinue the painting project

D.McIndless/V.Matus. Carried.

Members agreed that during the February meeting, they would discuss how they would conduct the survey.

2.2 CITY HALL STRIPING: Mr. Rob Swan and Committee members discussed painting yellow stripes on stairs at City Hall. Property Maintenance concerns dealt with aesthetics, longevity, cost, tactile safety and extent of the painting

requested.

Committee members also expressed concern about safety. City Hall poses particular problems because of its having so many steps, of varying heights and widths and without specific destinations.

That certain City Hall steps, of realistic destination, be chosen as experimental sites for yellow paint stripes;

That the Pathways Committee assist in determining which steps be painted and;

That the Pathways Committee assist in evaluating the usefulness of the project once completed.

E.Weisz/M.Saint. Carried.

2.3 **STREET OBSTACLES:** Mr. Jim Clairmont circulated policy "P-14, 'Portable' Encumbrances on Sidewalks and Boulevards" and discussed difficulties with enforcement.

Committee agreed that collaboration among groups would be effective in education and awareness of the problems. CAPIC and the Urban Design Committee are at least two other committees working on inner city features. BIA's could be invited to meet with representatives from all of these committees.

ACTION: Vladimir Matus will approach CAPIC and the Urban Design Committee to explore how collaboration might occur.

Reg Meiers reported on downtown lighting: Hamilton Hydro has done readings in downtown area and found light intensities to be inconsistent. The City will be looking at ways to improve the lighting levels in 1994 and have budgeted for improvements.

For the Information of Committee: The City of Toronto has converted to metal halide, but Hamilton has recently spent \$4 million to convert to sodium lighting.

2.4 **GORE PARK COMMITTEE:** HSR is represented on the Committee. Reg Meiers volunteered to follow up on any new developments with Public Works in Gore Park.

2.5 **MEETING WITH INSPECTORS/CONSTRUCTION CREWS:** Scheduled for March, at the Football Hall of Fame. Doris Holder, Tony Bordonaro will lead the session. Tony will advise of exact date.



2

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Friday January 14, 1994

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Art Lomax
Gil Simmons - Vice-Chairperson
Paul Ortmann
Jim Drake

Durand Neighbourhood Association
Alderman Ward 2
Hamilton Automobile Club
North End Neighbourhoods
Stinson Community Association
Beasley Neighbourhood Association

REGRETS

John Nolan
Graeme McTaggart
John Eyles
Bruce Rankin
Mary Pocius
Richard Maraj

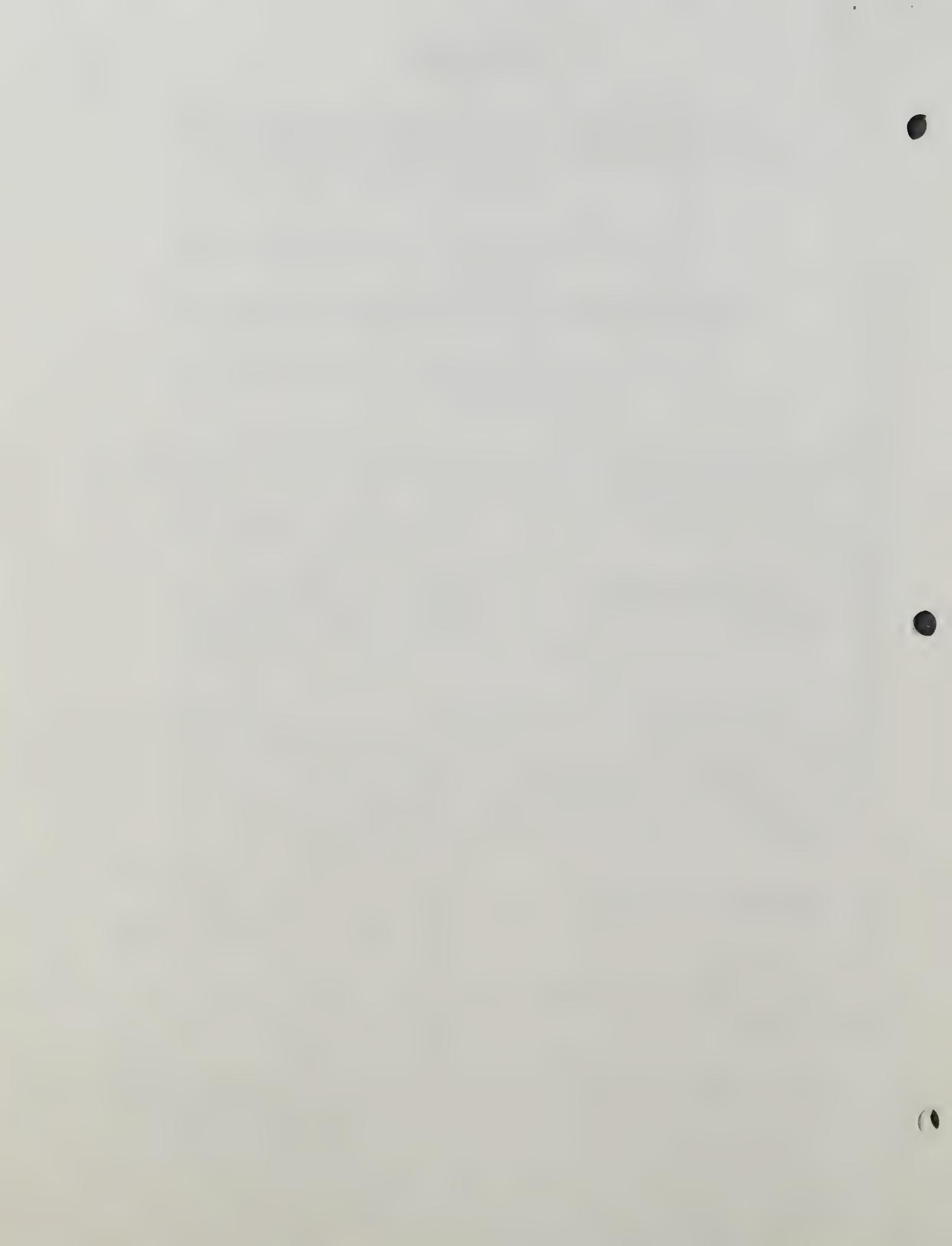
Gerry Kennedy
Kay Nolan

Past Vice-Chairperson
Downtown BIA
McMaster University
Hamilton Society of Architects
International Village BIA
Region of Hamilton-Wentworth Committee
for Persons with Physical Disabilities
Metropolitan Hamilton Real Estate Board
Hamilton-Wentworth Roman Catholic
Separate School Board

STAFF AND OTHERS

Mary Lou Tanner (Coordinator)
Hoda Kayal

Local Planning
Property Department



1. Chairperson's Remarks

Russell Elman called the meeting to order at 9:35 a.m. and welcomed those present. He welcomed Paul Ortmann as the new CAPIC member representing the Stinson Community Association.

2. Minutes of November 8, 1993 Meeting

It was moved by Paul Ortmann and seconded by Art Lomax that the minutes be adopted.

Carried

3. Regional Transportation Study

Art Lomax presented a summary of points relating to the Central Area. After discussion, it was agreed that Mary Lou Tanner would contact Bill O'Brien to determine the process for public comment on the Regional Transportation Study. It was also agreed that the summary prepared by Art Lomax would be circulated to all CAPIC members.

Carried

4. Articles on Downtown Hamilton

After a brief discussion, it was agreed that the February meeting would be cancelled due to scheduling conflicts. These articles would be discussed at the March meeting, along with a presentation on the downtown economy.

5. Member's Reports

None.

6. New Business

- a) The Regional Coordinating Council on Housing has requested a representative from CAPIC attend their design charette. Gil Simmons volunteered to attend.
- b) A letter was received from the Clerk's office regarding the Council Task Force on Sub-Committees. Mary Lou Tanner advised that the Chairperson of each Sub-Committee will be invited to make a presentation to the Task Force, which consists of eight Council members. It was decided that Russell Elman and Gil Simmons would attend the Task Force meeting.

7. Adjournment

It was moved by Gil Simmons that the meeting adjourn.

MLT:mlt

YK → B.J.

3

FIRST REPORT OF THE MAYOR'S TASK FORCE ON DOWNTOWN ISSUES AND RENEWAL

To the Council of the Corporation of the City of Hamilton:

1. THAT THE CITY OF HAMILTON TAKE STEPS TO LOWER PROPERTY TAXES IN DOWNTOWN HAMILTON
2. THAT INNOVATIVE PARKING ARRANGEMENTS BE CONSIDERED SO AS TO COMPETE WITH THE FREE PARKING OFFERED CUSTOMERS AT MALLS

AND, THAT FREE PARKING BE INVESTIGATED WITH THE VIEW THAT IT MAY PAY OFF IN THE LONG RUN IF IT ATTRACTS MORE PEOPLE DOWNTOWN, THEREBY ENCOURAGING MORE STORES TO OPEN AND THE TAX BASE TO INCREASE.

3. THAT THE HAMILTON PARKING AUTHORITY AND THE ROYAL CONNAUGHT HOTEL BE ENCOURAGED TO CONCLUDE AND IMPLEMENT PLANS FOR A MAJOR MULTI-TIERED PARKING STRUCTURE IMMEDIATELY
4. THAT THE PROVINCE OF ONTARIO BE INFORMED IN THE STRONGEST POSSIBLE TERMS THAT THE MAJOR ENTRANCE TO THE NEW COURT FACILITY MUST BE ON KING STREET.

ALSO, PURSUANT TO SUGGESTIONS MADE AT CITY COUNCIL ON FEBRUARY 22ND, 1994 THAT THE REGION BE ENCOURAGED TO SEEK ACTIVE USES FOR THE COUNTY COURT BUILDING A MAIN AND JOHN STREETS.

5. THAT MAJOR INSTITUTIONAL USES BE ENCOURAGED IN THE DOWNTOWN EAST OF JAMES STREET -
 - MCMASTER UNIVERSITY AND MOHAWK COLLEGE (e.g. UNITED NATIONS UNIVERSITY)
 - FEDERAL AND PROVINCIAL GOVERNMENTS
 - PRIVATE AND EDUCATIONAL INSTITUTIONS - SUCH AS PARK BUSINESS COLLEGE AND SOUTHERN ONTARIO COLLEGE ETC.

6. THAT RESIDENTIAL COMPLEXES BE ENCOURAGED IN ALL PARTS OF THE CBD - INCLUDING UP-SCALE PROJECTS EAST OF JAMES
7. THAT SPECIAL ETHNIC PROJECTS BE ENCOURAGED EG. CHINATOWNS ON JAMES STREET NORTH AND KING STREET EAST
8. THAT EFFORTS BE RE-INITIATED TO JOIN THE REDEVELOPED AREA EAST OF BAY WITH HESS VILLAGE
9. THAT THE FOUNTAIN PROJECT BE SUPPORTED AS WELL AS ALL ELSE FLOWING FROM THE 1996 CELEBRATIONS
10. THAT ALL B.I.A. AND CITY (AND ANY OTHER) BEAUTIFICATION PROJECTS - FLOWERS, HANGING BASKETS AND TREES ETC. BE SUPPORTED EVEN AMIDST OTHER SPENDING CUTS - THE SAME TO APPLY CITY-WIDE
11. THAT THE FLEXIBILITY ON THE PART OF CITY STAFF VIS-A-VIS PARKING ENFORCEMENT BE APPLAUDED AND REINFORCED
12. THAT THE CITY STUDY THE STANDARD OF LIGHTING ON KING, JAMES AND KING WILLIAMS STREETS WITH A VIEW TO UPGRADING IT SATISFACTORILY
13. THAT THE CITY REVIEW THE COST TO TREAT ALL ASSUMED ALLEYWAYS IN THE CENTRAL BUSINESS DISTRICT AS ROADWAYS VIS-A-VIS SNOW REMOVAL AND MAINTENANCE, ALSO TO REVIEW LIGHTING AND REFUSE. EFFORTS TO BE CO-ORDINATED WITH B.I.A.'S AND BUSINESS ASSOCIATIONS, ETC.
14. THAT CITY STAFF AND THE PUBLIC TO BE ENCOURAGED TO REMOVE POSTERS FROM POLES, ETC. IN ACCORDANCE WITH OUR BY-LAW
15. THAT ALL EFFORTS OF BUSINESS PEOPLE ON JAMES STREET NORTH TO FORM BUSINESS ASSOCIATIONS BE SUPPORTED
16. THAT ALL DOWNTOWN HOTELS BE RE-ASSURED OF THE CITY'S SUPPORT AT ALL TIMES AND THAT THE REGION BE ENCOURAGED TO DO LIKEWISE

17. THAT A PERMANENT COMMITTEE TO MARKET DOWNTOWN BE ESTABLISHED AND CONSIST OF CITY AND REGIONAL STAFF, ALL LOCAL BUSINESS, MEDIA AND ALL OTHER INTERESTED PARTIES
18. THAT A PLEASANT STREET & SIDEWALK AMBIENCE BE A PRIORITY IN ALL DECISIONS - EVERYTHING FROM OUTDOOR CAFES TO BEAUTIFICATION TO POLICE PRESENCE ETC.
19. THAT MAYOR MORROW INVITE GROUPS OF PROPERTY OWNERS TO REGULAR MEETINGS TO SEE WHERE THE CITY CAN HELP FACILITATE COLLABORATION AND CONSOLIDATION OF EFFORTS, JOINT VENTURES ETC. AND ALSO TO DEAL WITH ABANDONED BUILDINGS, LITTER ETC.
20. THAT THE BANKS CONTINUE TO BE ENCOURAGED TO DEVELOP THEIR OWN PROJECTS - ESPECIALLY EAST OF JAMES
21. THAT THE HAMILTON-WENTWORTH REGIONAL POLICE BE THANKED FOR THEIR HELP AND ENCOURAGED TO MAKE AN ABSOLUTE PRIORITY OF THE DOWNTOWN
22. THAT THE CITY BE CONGRATULATED ON AN EXCELLENT JOB ON SNOW REMOVAL OF THE ROADS BUT BE ENCOURAGED TO DO A BETTER JOB ON SIDEWALKS AND ALL PEDESTRIAN AREAS.
23. THAT ADDITIONAL PARKING METERS ON KING STREET BE ENCOURAGED SO THAT MORE PEOPLE WILL PARK AND SHOP IN THE DOWNTOWN
24. THAT POLICE OFFICERS SHOULD BE ENCOURAGED TO PARK ELSEWHERE OTHER THAN AT PARKING METERS ON KING STREET WHEN SPENDING TIME IN COURT

Discourage -

25. THAT THE EXISTING TRAFFIC FLOW BE STUDIED SO THAT IT DOES NOT ~~ENCOURAGE~~ PEOPLE TO DRIVE SLOWLY THROUGH DOWNTOWN AND STOP

26. THAT THE POLICE DEPARTMENT BE REQUESTED TO ENFORCE TRUCK ROUTE ENFORCEMENT ON KING STREET EAST AND, THAT THE THE REGION BE ASKED TO UTILIZE AS MUCH INFRASTRUCTURE PROGRAM MONEY AS POSSIBLE FOR THE PERIMETER ROAD
27. THAT THE TRAFFIC DEPARTMENT STUDY THE DIVERSION OF TRUCK TRAFFIC FROM MAIN STREET
28. THAT THE DOWNTOWN AREA HAVE SOME OF THE NEWSPAPER BOXES REMOVED. THIS SHOULD ASSIST AESTHETICALLY AND MAY GIVE MORE BUSINESS TO THE STORES WHICH SELL NEWSPAPERS.
29. THAT BUS SHELTERS BE CLEANED UP MORE REGULARLY.

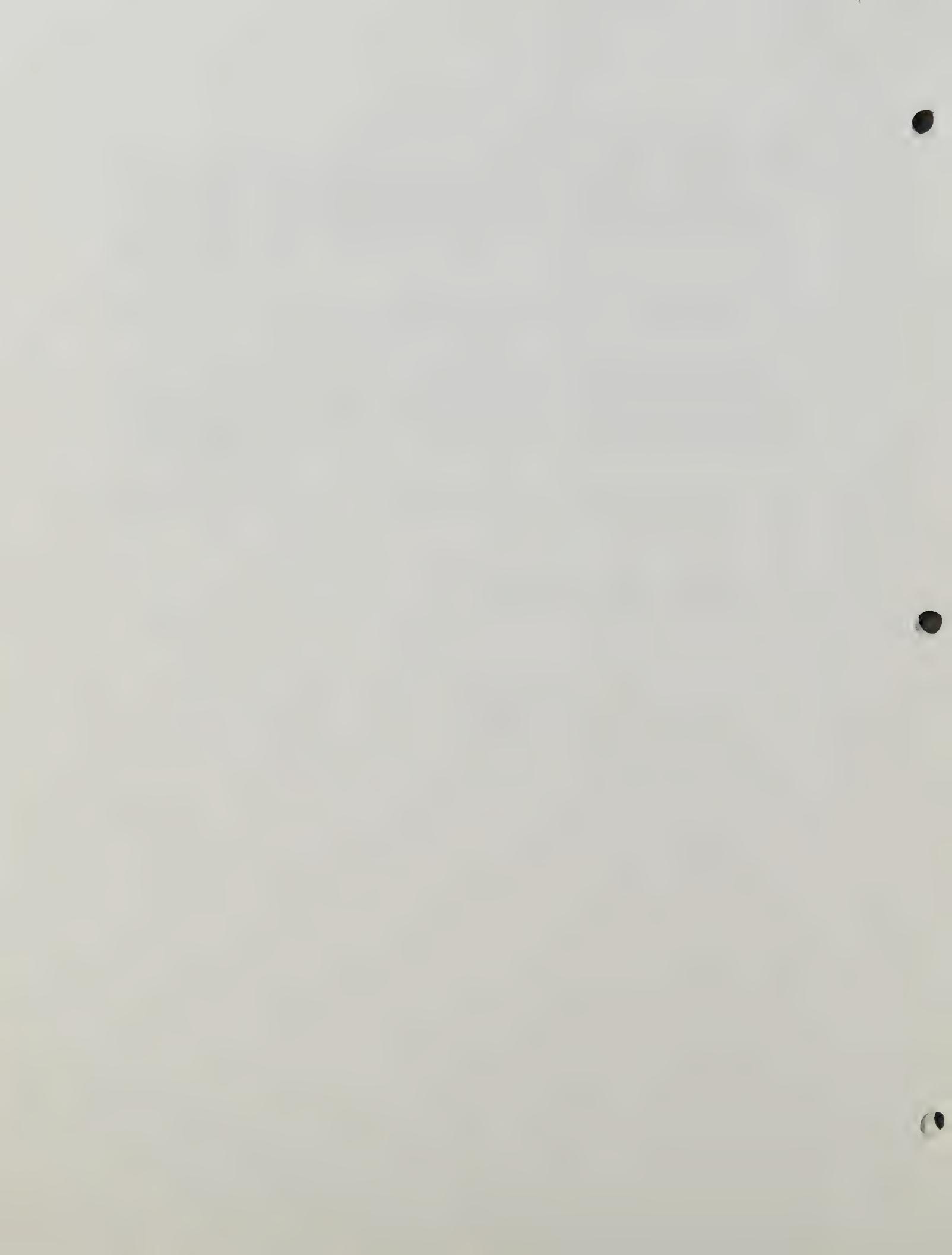
RESPECTFULLY SUBMITTED

Robert M. Morrow
Mayor

1994 March 7

INFORMATION ITEMS

1. Report by Nina Chapple - "Conservation in Tough Economic Times"
2. Notice of Vacancy on the Hamilton Hydro Electric Commission



ICOMOS/Heritage Canada/CHO conference, Ottawa, Nov. 11-14, 1993
"Conservation in Tough Economic Times"

The heritage conference this year represents the first tri-level collaboration of Canadian heritage conservation organizations in Ontario:

- ICOMOS Canada (International Council on Monuments and Sites, sponsored by UNESCO) which is primarily composed of professionals in the field;
- Heritage Canada, the (only) national organization, now 20 years old, which has both a professional and non-professional membership; and,
- CHO (Community Heritage Organization), an umbrella organization for Ontario LACACs, formed two years ago and made up largely of citizen volunteers.

This co-sponsorship brought together people of very different backgrounds and interests; as a group they constituted a representative cross-section of conservationists from grassroot supporters to international consultants. This approach may well provide a clue as to how best cope with "tough economic times".

In dealing with the current cut-backs to traditional (public) heritage funding sources, the message came through loud and clear that innovative approaches were going to be necessary and that hard decisions would have to be made.

Among the many subjects examined, the following issues were identified as crucial factors in urban conservation. These issues also offered the potential for encouraging preservation, if appropriate action was taken.

Major Issues/ Potential Action:

1-Recognizing economics as a determining factor in conservation

In economic terms, a building is viewed primarily as an investment. Given that the object of an investment is to optimize it, extending a building's lifespan through maintenance, renovation and adaptive re-use serves to enhance this investment.

While conservation of older buildings is conducted primarily at the municipal level (involving local property owners and community groups), the major factors affecting the outcome of any given scheme may well be determined by national, if not international, economics. Identification of these forces and their local ramifications would provide a foundation for effectively addressing the current situation.

2. Providing immediate and widespread distribution of technical information

Purpose: Knowledgable Public

-Technology and networking are now capable of keeping property owners, conservationists, and community leaders far better informed. An educated public can then begin a coordinated action to address some of the systemic problems such as the economic imbalance built into the taxation systems, etc.

Purpose: Cost efficiency

-In projects where the owner, professional and tradesman are well informed, knowledgable and skilled, a high level of cost/efficiency can be achieved; conversely, the less capable the team is, the greater the long-term costs and often the greater the damage to the building. Technical knowledge and experience are key to keeping costs down; ready access to technical information is crucial. Statistics show that pre-1985 government restoration projects were more expensive than similar post-1985 work because of the development of a high level of expertise and experience among professionals in the field.

Purpose: Development of a Data Base

-There are a number of national and international computer network systems currently being established in the conservation field; in Canada there is now available an E-mail network (ICOMOS Canada Electronic Communication Network) and CHIN (Canadian Heritage Information Network). There is also a new ICOMOS committee (which I joined) with an interest in developing a network system across Canada which would specialize in accessing local architectural/historical resources.

3. Making effective use of resources

Role of Sustainable Development

-The built environment, in general, and buildings of exceptional age, design, and construction, in particular, constitute a city's/province's/country's major investment as well as a valued and often irreplaceable resource. Costs of replacement, if replacement is possible, are massive. Architecture as a resource should also be incorporated into Sustainable Development policies now being established at the local level.

Evaluation and Prioritizing

-With public funding declining, conservation projects have to be targeted in terms of selection of property and type of work undertaken. The federal government has adopted a "Code of Practice" prepared in 1993 by the

2. Providing immediate and widespread distribution of technical information

Purpose: Knowledgeable Public

-Technology and networking are now capable of keeping property owners, conservationists, and community leaders far better informed. An educated public can then begin a coordinated action to address some of the systemic problems such as the economic imbalance built into the taxation systems, etc.

Purpose: Cost efficiency

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Federal Heritage Buildings Review Office (FHBRO) for their 65,000 buildings which can be adapted as a useful guide at the municipal level. (a copy is available in our office)

Renovation as Major Economic Force

-Renovation of existing buildings has developed in Canada into a leading form of development, outstripping new construction in 1983, '84, '85, and '91. Renovation provides double the number of jobs than new construction; does not require a new municipal infrastructure; and retains rather than discards its original construction materials. Renovation/conservation should be encouraged through incentives in the economic system which leads back to the first problem: present-day disincentives to retaining existing buildings.

Nina Chapple

Mary Lou Tanner
Co-Ordinator
CAPIC
c/o Planning Dept.

MAR 02 1994

OFFICE OF THE CITY CLERK

MEMORANDUM

2

TO: All Committee Secretaries **YOUR FILE:**

FROM: S. G. Hollowell **OUR FILE:**
Acting City Clerk **PHONE:** 546-4645
City Clerk's Department

SUBJECT: Vacancies on City Committees, Boards **DATE:** 1994 March 2
and Commissions

As you may be aware, City Council has undertaken strategies to improve the representation of visible minorities on Citizen Committees, Boards and Commissions of the City of Hamilton.

In an effort to inform as many interested citizens as possible, notices of vacancies, in addition to being advertised, are being circularized to all City Committees with citizen member representation.

It would be appreciated if a copy of the attached Public Notice could be sent to all Members of your Committee, Local Board or Commission for their information.

Your cooperation in this regard is much appreciated.



attached

JJ/SG/ct

PUBLIC NOTICE

The Council of the Corporation of the City of Hamilton, in response to Ontario Hydro's policy respecting the appointment of commissioners to municipal commissions, is required to submit to Ontario Hydro, a list of possible candidates to assist them in making its citizen appointment to the **Hamilton Hydro Electric Commission**.

The Hamilton Hydro Electric Commission consists of the Mayor, one citizen appointed by City Council and one citizen appointed by Ontario Hydro. The term of office for Ontario Hydro's appointee is expiring and applications are being invited to fill this one citizen member vacancy.

Any citizen who wishes to be considered for appointment to the Hamilton Hydro Electric Commission, is requested to forward a resume of qualifications and reasons for wishing to serve, to Mr. J. J. Schatz, City Clerk, City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4, no later than **Friday, 1994 March 25**.

City Council wishes to ensure that its Committees, Boards and Commissions reflect the diverse nature of Hamilton's population and encourages all residents to consider this opportunity. Applications from women, persons with disabilities, native persons, and racial and ethnic minorities are especially encouraged.

Conflict of Interest rules will apply to all citizen members, pursuant to the Municipal Conflict of Interest Act, 1983, copies of which are available from the City Clerk's Department.

J.J. Schatz
City Clerk

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A PLAN IMPLEMENTATION COMMITTEE
tee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA*

DATE: April 29, 1994

TIME: 9:30 a.m.

PLACE: Real Estate Department Board Room,
1st Floor,
City Hall

AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held March 18, 1994
3. Update on Workshop
4. Appointment of Representative to Public Art Commission
5. Member's Reports
6. Other Business
7. Adjournment

URBAN MUNICIPAL

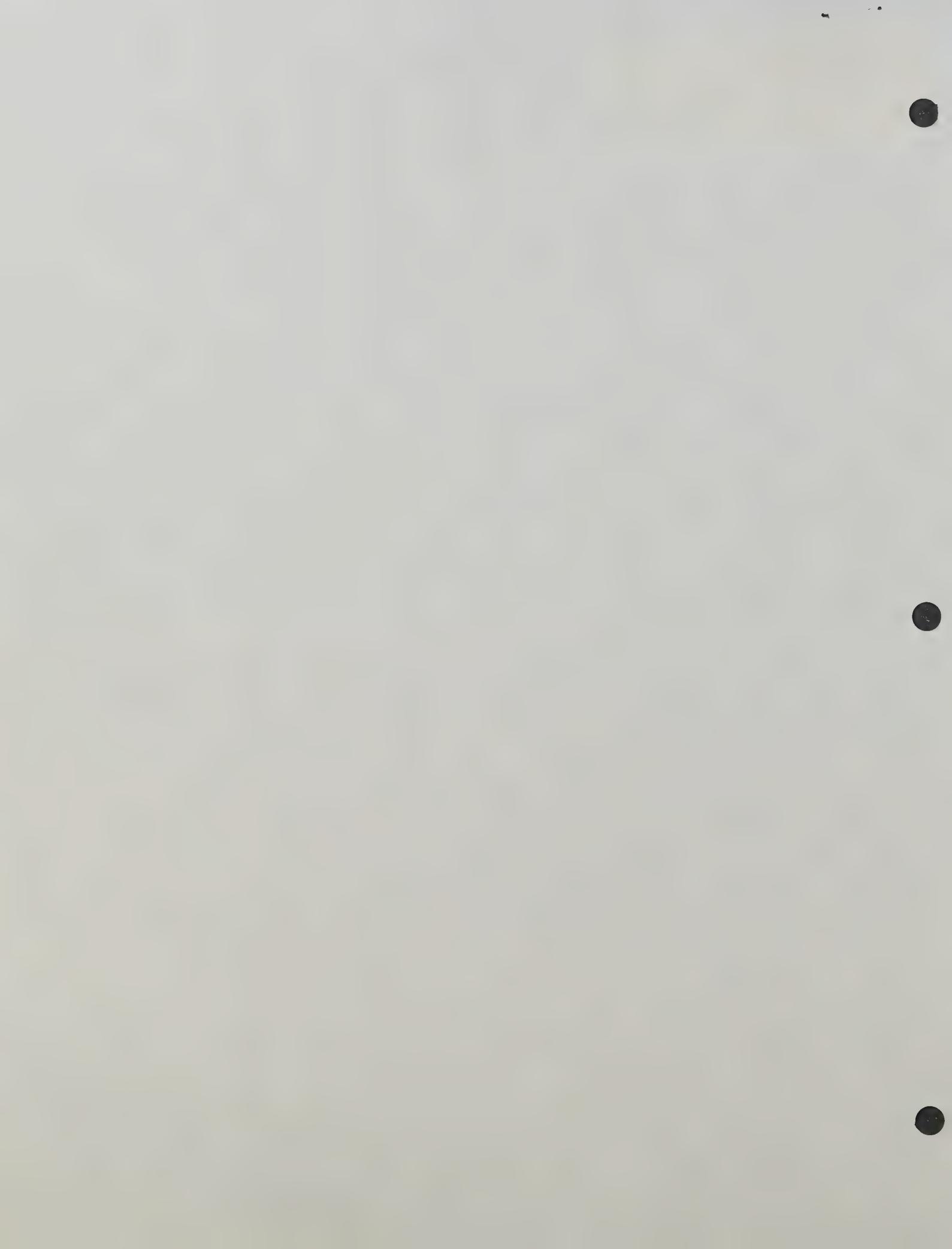
WORKS

Coordinator

GOVERNMENT DOCUMENTS

Mary Lou Tanner 546-4148

* Please call if you are unable to attend.





CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Friday March 18, 1994

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Art Lomax
Gil Simmons - Vice-Chairperson
Gerry Kennedy
Mary Pocius
Richard Maraj

Durand Neighbourhood Association
Alderman Ward 2
Hamilton Automobile Club
North End Neighbourhoods
Metropolitan Hamilton Real Estate Board
International Village BIA
Region of Hamilton-Wentworth Committee
for Persons with Physical Disabilities

REGRETS

John Nolan
Graeme McTaggart
John Eyles
Bruce Rankin
Kay Nolan

Paul Ortmann
Jim Drake

Past Vice-Chairperson
Downtown BIA
McMaster University
Hamilton Society of Architects
Hamilton-Wentworth Roman Catholic
Separate School Board
Stinson Community Association
Beasley Neighbourhood Association

STAFF AND OTHERS

Mary Lou Tanner (Coordinator)
Bill Janssen

Local Planning
Local Planning

1. Chairperson's Remarks

Russell Elman called the meeting to order at 9:35 a.m. and welcomed those present. Committee members were informed that the next two meetings would be held on April 29 and June 10, 1994. The presenters for the item on Sidewalk Obstacles were unable to attend; therefore, they will be invited to the next meeting.

2. Minutes of January 14, 1994 Meeting

It was moved by Gil Simmons and seconded by Art Lomax that the minutes be adopted.

Carried

3. Regional Transportation Study

Art Lomax presented a Draft Resolution for consideration. The resolution will be presented to the Focus Group of the Regional Transportation Study.

It was agreed that the following would be added to the Draft Resolution:

- CAPIC supports good, convenient, accessible public transit;
- CAPIC would like to see more evidence of consideration of the impacts of the proposals resulting from the Study;
- road maintenance should be a priority as evidence of good management of the public streets;
- public transit should not be expanded at the expense of private transit.

It was moved by Richard Maraj and seconded by Mary Pocius that the resolution be adopted as amended.

Carried

4. Hamilton-Wentworth Freenet

Russell Elman presented a summary of the proposed Freenet. It was moved by Gil Simmons and seconded by Richard Maraj that:

1. CAPIC support the concept of Freenet;
2. Russell Elman will liaise between CAPIC and the Freenet Group.

Carried

5. Downtown Hamilton

Discussion took place regarding the Mayor's Task Force on Downtown Hamilton. It was agreed that a letter would be sent requesting formal CAPIC representation on the Task Force.

After further discussion, it was agreed that Gil Simmons, Mary Pocius, and Graeme McTaggart (if willing) would meet with Hazel Milsome and Dennis Carson to discuss the possibility of a day-long workshop on Downtown Hamilton.

It was moved by Ald. McCulloch and seconded by Gil Simmons that CAPIC proceed with these initiatives.

Carried

6. Task Force on Sub-Committees

Russell Elman updated members on his meeting with the Planning Department Staff regarding the Task Force on Sub-Committees. He advised that he and Gil Simmons had not yet met with the Aldermen's Task Force on this matter.

7. Member's Reports

Russell Elman: The Thistle Club proposal has been denied by Council. The proponent may be referring the matter to the Ontario Municipal Board.

A letter was received regarding Sustainable Community Day. It was agreed that CAPIC members who were interested would attend any organized events.

Mary Pocius: International Village expanded its boundaries on January 1, 1994. The Village boundaries are now: south side of King, west side of Mary, north side of King William, east side of Wellington.

The Ferguson Avenue Committee is at the final stage of its work - the report has been submitted to staff for comments and the consultant is finalizing the report.

Gerry Kennedy: Suggested free parking in downtown at certain hours to assist merchants.

8. Adjournment

It was moved by Gil Simmons that the meeting adjourn.

MLT:mlt



1994 March 28

Russell Elman, Chair
Central Area Plan Implementation Committee
c/o Mary Lou Tanner
Planning Department, City Hall

Dear Mr. Elman:

Re: Public Art Commission

The City of Hamilton (Arts Advisory Sub-committee and Department of Culture & Recreation) is in the process of launching the municipal public art programme with the establishment of its first Public Art Commission.

This body will act in an advisory capacity to the City through reports to the Arts Advisory Sub-committee.

Hamilton City Council approved the Art in Public Places Policy on 10 November 1992.

Bringing the Commission members together for orientation and regular meetings was postponed until we were more certain of municipal funding to support the programme.

As outlined in the policy (page 7), the Public Art Commission membership includes appointed representatives from several City committees and boards. We would be pleased if your group could consider at your next meeting the appointment of one of your members to the Public Art Commission.

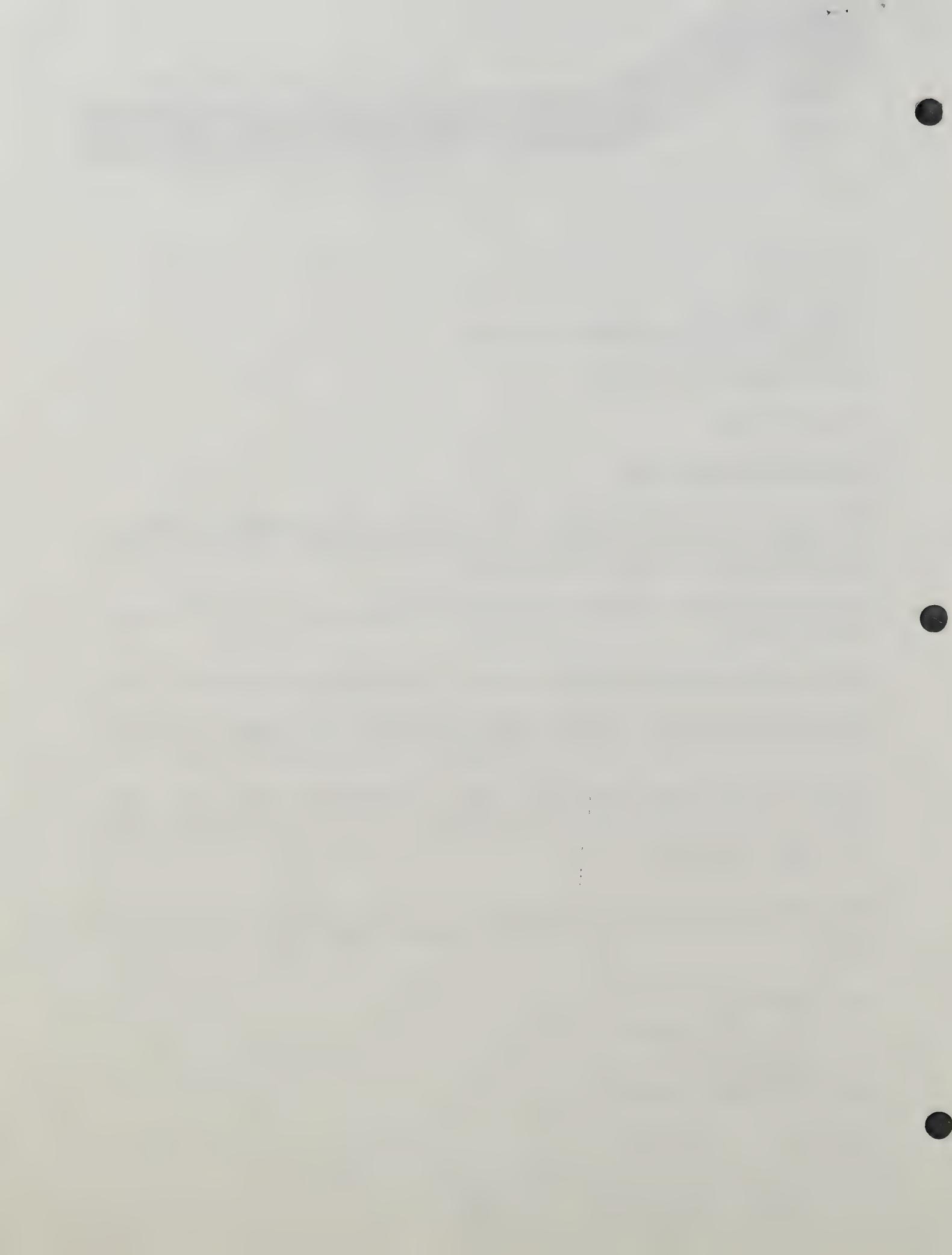
The Public Art commission orientation meeting is tentatively scheduled to be held during the first week of May. Your response to this invitation would be appreciated by April 15, 1994.

Yours very truly,

Cheryl York
CHERYL YORK
Arts Co-ordinator 546-2036

CDY/cf







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CA PLAN IMPLEMENTATION COMMITTEE
tee of the Planning and Development Committee
L, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA*

DATE: June 10, 1994

TIME: 9:30 a.m.

PLACE: Room 219, City Hall

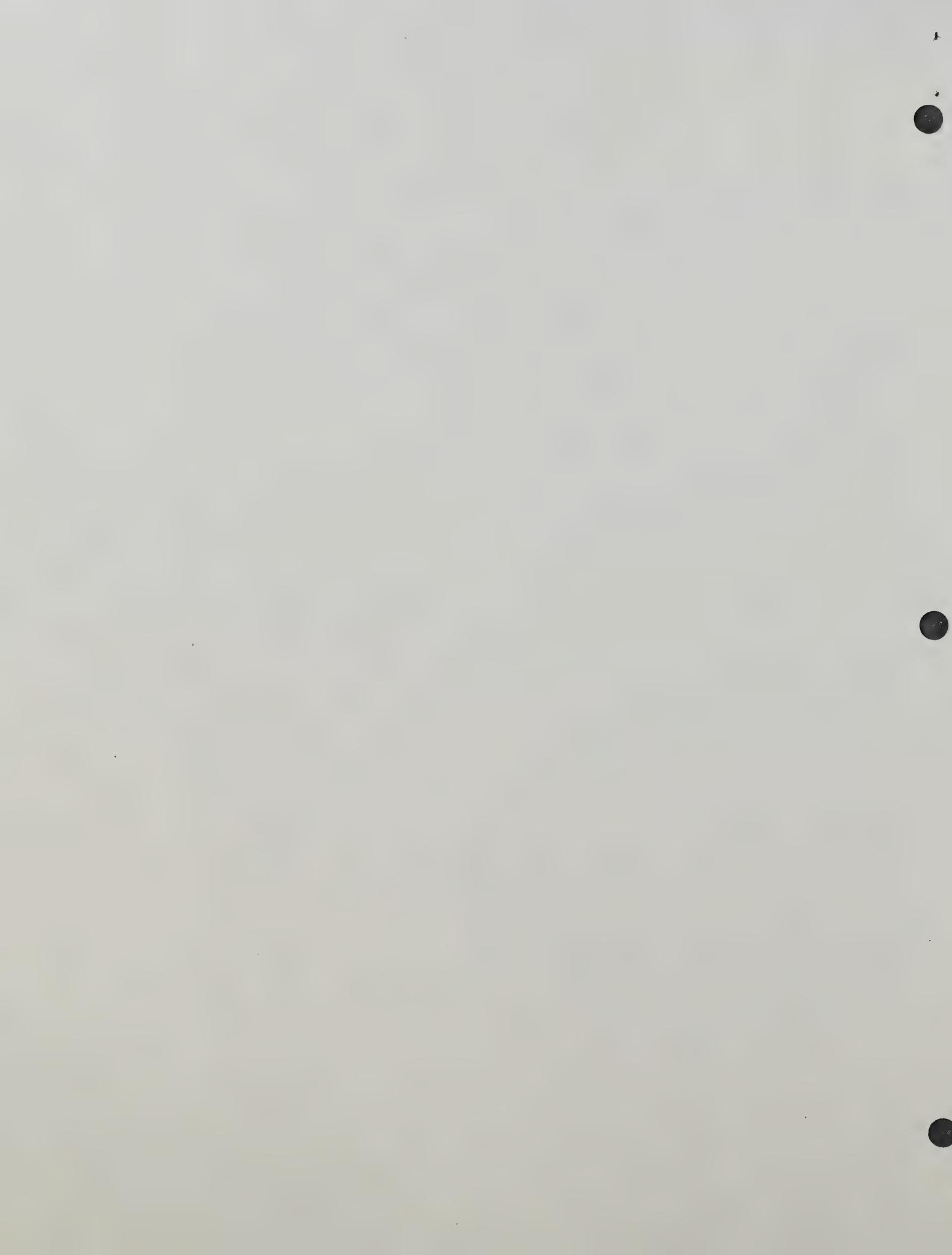
AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held April 29, 1994
3. Request for CAPIC Comments - Minimum Lighting Standards for Public Parking Lots Report
4. Report on CAPIC's role in Downtown (Bill Janssen) (Note: Report will follow)
5. Member's Reports
6. Other Business
7. Adjournment

Coordinator

Keith Extance 546-4158

* Please call if you are unable to attend.





CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Real Estate Boardroom

Friday April 29, 1994

MEMBERS ATTENDING

Russell Elman - Chairperson

Alderman McCulloch

Art Lomax

Gil Simmons - Vice-Chairperson

Gerry Kennedy

Richard Maraj

Paul Ortmann

Graeme McTaggart

Durand Neighbourhood Association

Alderman Ward 2

Hamilton Automobile Club

North End Neighbourhoods

Metropolitan Hamilton Real Estate Board

Region of Hamilton-Wentworth Committee

for Persons with Physical Disabilities

Stinson Community Association

Downtown BIA

REGRETS

John Nolan

John Eyles

Bruce Rankin

Kay Nolan

Mary Pocius

Jim Drake

Past Vice-Chairperson

McMaster University

Hamilton Society of Architects

Hamilton-Wentworth Roman Catholic

Separate School Board

International Village BIA

Beasley Neighbourhood Association

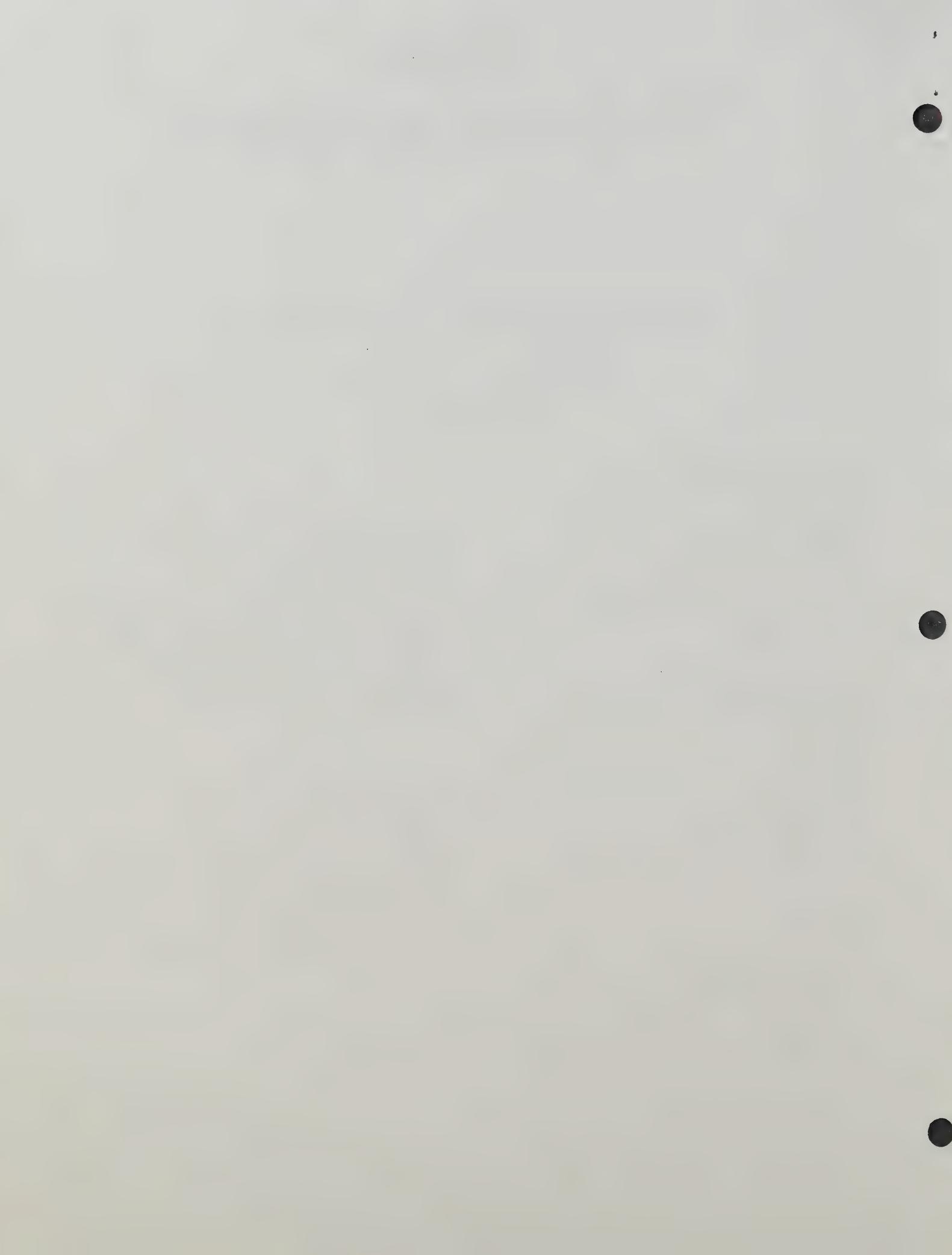
STAFF AND OTHERS

Mary Lou Tanner (Coordinator)

Hoda Kayal

Local Planning

Property Department



1. Chairperson's Remarks

Russell Elman called the meeting to order at 9:35 a.m. and welcomed those present. He updated members on the proposed Freenet which is proceeding. Chairman Elman is sitting on a sub-committee examining information related to government services.

Correspondence has been received inviting CAPIC members to work on committees planning for Hamilton's Sesquicentennial. Alderman McCulloch provided an update of the work to date planning for the Sesquicentennial.

It was moved by Alderman McCulloch and seconded by Graeme McTaggart that Milt Lewis, the Sesquicentennial Chairperson, be invited to a future CAPIC meeting. Carried.

2. Minutes of March 18, 1994 Meeting

Amendments:

- a) Gerry Kennedy advised that her suggestion was for free parking for "1 or 2 days" as opposed to "certain hours".
- b) Art Lomax advised that the fourth bullet regarding his resolution should be deleted (Item 3 of previous minutes).

It was moved by Gil Simmons and seconded by Gerry Kennedy that the minutes be adopted as amended.

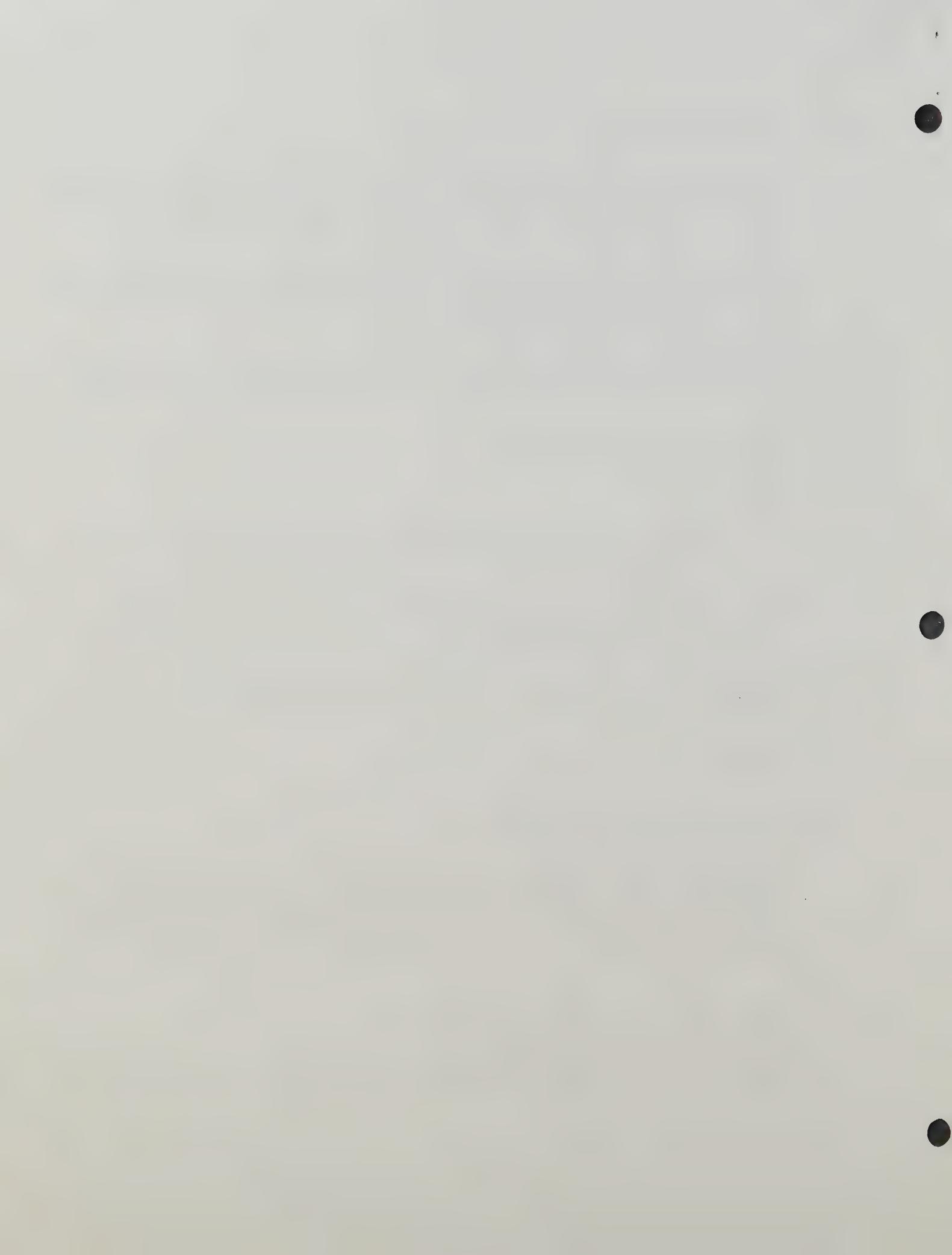
Carried

3. Business Arising from the Minutes

Art Lomax has received minutes from the Focus Group meeting of the Regional Transportation Study. The minutes indicate that the draft CAPIC resolution stated that "bicycle lanes cost jobs in the Central Area". After discussion, it was agreed that this was not in the draft resolution. Art Lomax will forward a letter to Bill O'Brien, HSR, correcting this.

4. Representative on the Public Art Commission

The Chairman or Vice-Chairman will represent CAPIC on this Commission.



5. Update on Workshop

It was requested that a follow-up letter be sent to Dennis Carson regarding CAPIC representation on the Mayor's Task Force on Downtown Hamilton.

It was also requested that a letter be sent to the Regional CAO requesting an update on the status of the Renaissance Project.

6. Member's Reports

Paul Ortmann: Stinson Community is actively working on the GO Transit layover yard project; monitoring development proposals; working on community development for parks; and organizing a night out festival in August.

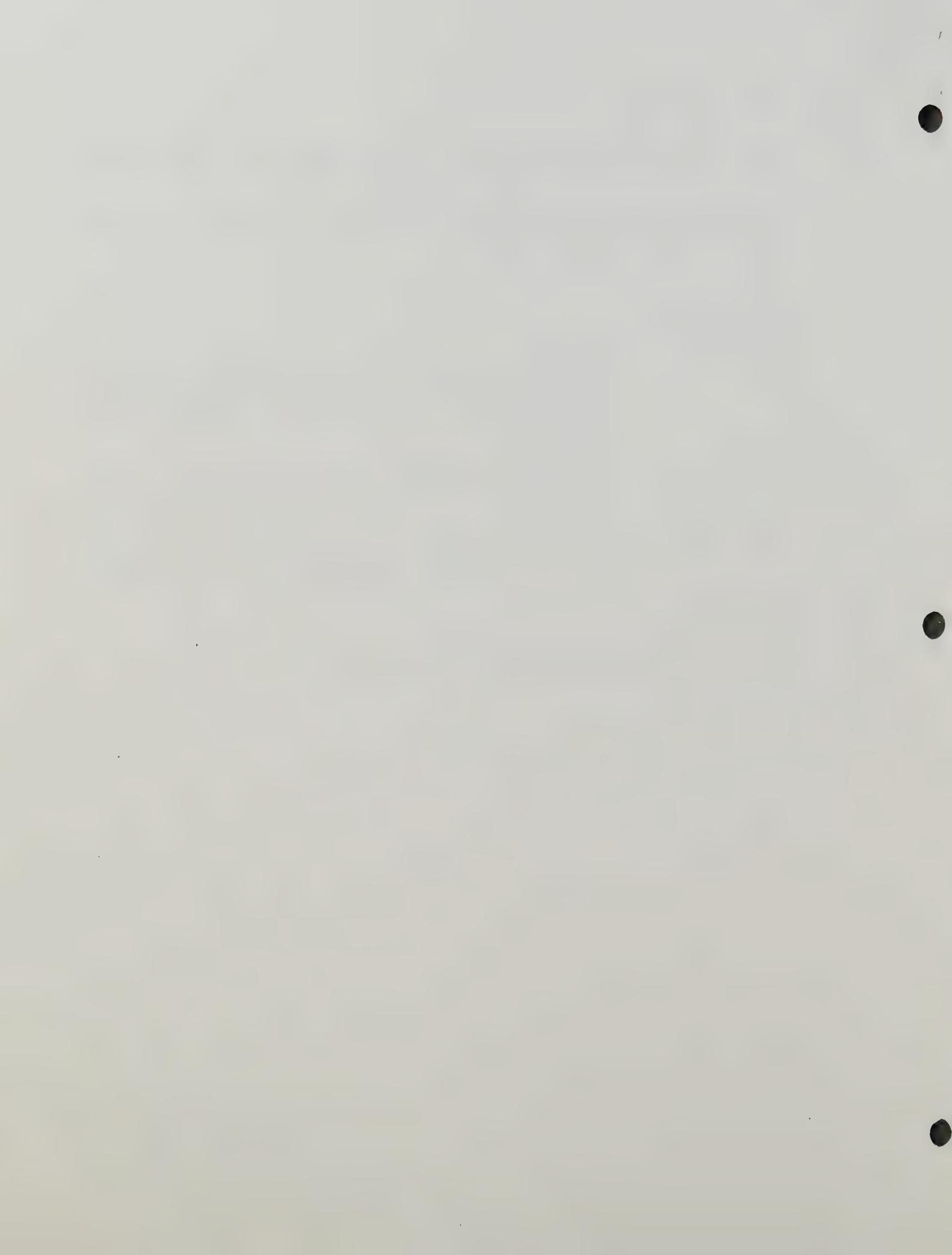
Russell Elman: Durand continues to monitor development proposals within the neighbourhood. The Annual General Meeting will be held in June.

Gerry Kennedy: Requested information from Paul Ortmann and Russell Elman regarding neighbourhood associations in downtown Hamilton.

8. Adjournment

It was moved by Gil Simmons that the meeting adjourn.

MLT:mlt





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4
(905) 546-4221 Fax (905) 546-4202
TDD - 546-2448

May 27, 1994

CI-93-C
Refer to File No.
Attention of
Your File No.

Mary Lou Tanner, CAPIC
Vladimir Matus, Urban Design Section
Mr. L. King, Building Department
Mr. M. Main, Director of Traffic Services
Mr. G. Aston, Programme & Development Division

Dear Sir/Madam:

Re: Review of Minimum Lighting Requirements for Public Parking Lots

The Planning and Development Department would appreciate receiving any comments you may wish to submit with respect to the above City Initiative, a copy of the report is attached.

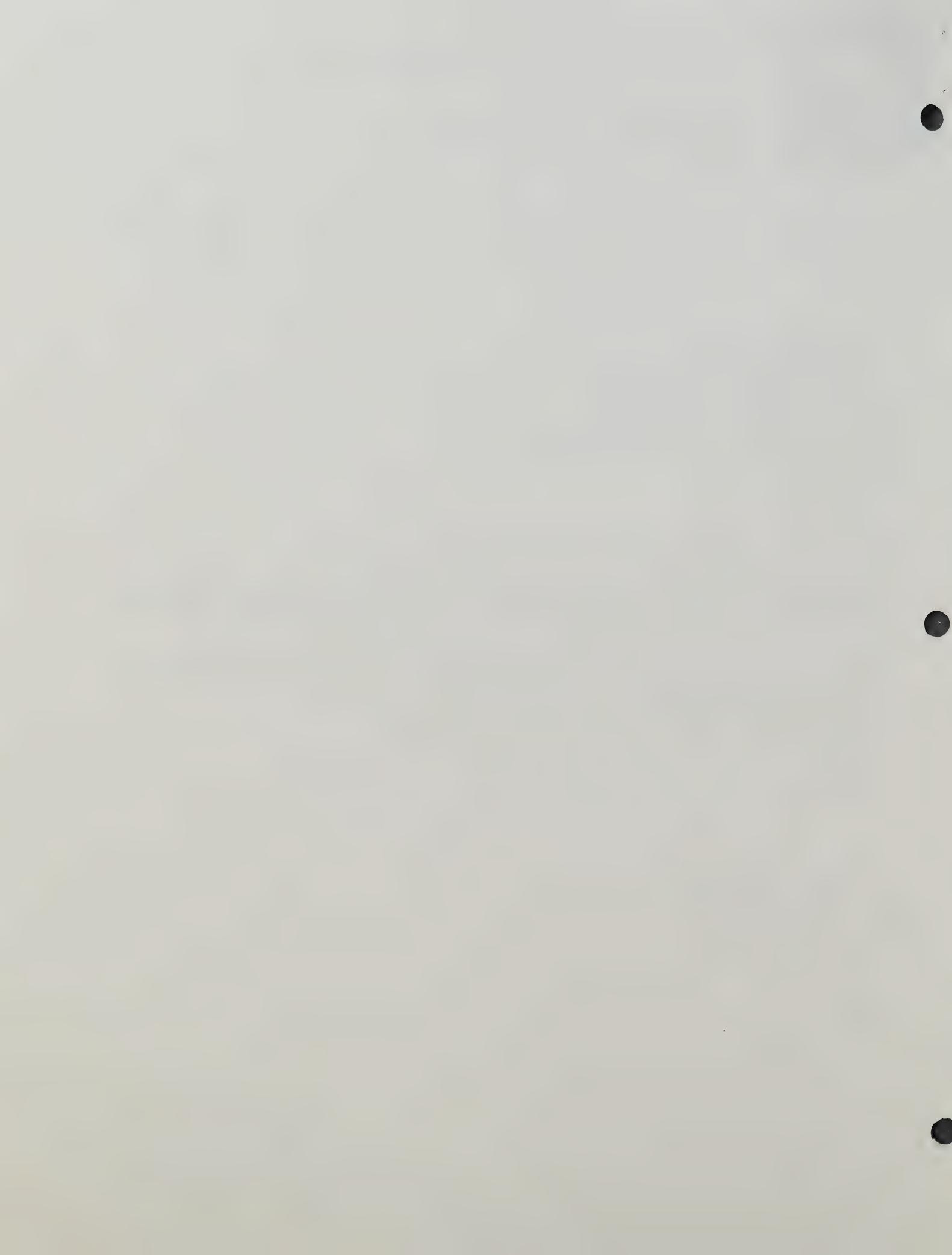
We would appreciate receiving your comments no later than June 7, 1994. If we have not received your comments by then we will assume you concur with the recommendations.

Should you have any questions, please call Joe Lakatos at 546-4168.

Yours truly,

Caroline Storck
V.J. Abraham, M.C.I.P.
Director of Local Planning

/mm
Attach.



CITY OF HAMILTON

- RECOMMENDATION -

DATE: May 4, 1994
CI-93-C

REPORT TO: Tina Agnello, Secretary
Planning and Development Committee

FROM: Mr. J. D. Thoms
Commissioner of Planning and Development

SUBJECT: Review of Minimum Lighting Requirements for Public Parking Lots.

RECOMMENDATION:

That approval be given to City Initiative 93-C, respecting lighting requirements for public parking lots, on the following basis:

- i) That a lighting plan depicting night time use, including the position, quantity and type of lighting for public parking lots, be included under the Site Plan Control Approval process;
- ii) That the Recommended Maintained Horizontal Illuminances for Vehicle Use Area (only) in Open Parking Facilities as set out under the IES Lighting Handbook 1987 (fig. 14-27) or latest version be adopted as a lighting design guideline; and,
- iii) That the Roads Department review the lighting plans for acceptability.

J.D. Thoms, M.C.I.P.
Commissioner
Planning and Development Department

V.J. Abraham, M.C.I.P.
Director of Local Planning

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Planning and Development Committee, at it's meeting of October 20, 1993, approved an amended recommendation for changes to Zoning By-law No. 6593, respecting landscape requirements for public parking lots. City Council, at it's meeting of November 9, 1993 approved Section 3 of the **SEVENTEENTH** Report of the Planning and Development Committee as amended, and directed staff to draft minimum lighting requirements for safety for privately operated parking lots.

CITY OF HAMILTON POLICY AND REGULATIONS:

- Official Plan

The City of Hamilton Official Plan recognizes the necessity of achieving safety and convenience within public and private parking facilities and states in Subsection C.2:

"2.2 Council will consider appropriate by-laws, encouragement or other actions which may be deemed to have potential in maintaining security to persons or property. In this regard, consideration may be given to such matters as, but not limited to, the following:

i) Review and/or establishment of **adequate illumination standards** in parking garages, alleyways or other high-risk areas;"

The City of Hamilton Official Plan recognizes the importance of public and private parking facilities and states in Subsection B.3.3:

"3.3.6 Where necessary and feasible, off-street PARKING, driveways and/or loading areas adjacent to Residential Uses will be suitably screened or buffered through the use of fences, berms or other appropriate landscape treatment. All Parking areas will be suitably surfaced to resist degradation from the elements or use and, where deemed appropriate, be **illuminated** to facilitate and ensure the safety and convenience of pedestrian or vehicular access to the land uses served thereby."

The Official Plan provides direction regarding the design and illumination of parking facilities to ensure the safety and convenience of pedestrians. In this regard, actions to improve the safety of parking lots, through design and illumination can be implemented.

- Zoning Regulations

- "G-3" (Public Parking Lots) Districts

All public parking lots are subject to the regulations under Section 13C - "G-3" (Public Parking Lots) District, of Zoning by-law No. 6593. With respect to lighting, Section 13C (4) (v) states:

"(v) Every lighting facility shall be so designed, installed and maintained as to ensure that the light is deflected away from all lands designated for residential uses, and any lighting of signs shall similarly be so deflected."

Other Zoning Districts

Section 18A (Parking and Loading Requirements) of the Zoning By-law, under 18A (40) states:

"(40) Every public parking lot shall be subject to the provisions of Section 13C - "G-3" (Public Parking Lots) Districts."

Currently, any By-law regulations that do exist are intended to mitigate the potential negative spill over effects (e.g. lighting) of parking areas/lots only when they abut a "residential district or use".

- Site Plan Control

Parking lots proposed within the "Central Area" (lands bounded by Hamilton Harbour, the Niagara Escarpment, Queen Street and Victoria Avenue) are subject to Site Plan Control, as per By-law 90-285, regardless of their zoning district.

This approval process typically addresses overall site design, surface treatment, and landscape treatment. A requirement of the landscape plan is to show the location of outdoor lights.

- Parking Lot Licensing

The Licencing Division of the City Clerk's Department has advised that all parking lot proprietors require a "Garage D" licence in order to operate a lot and they must renew their licence on a yearly basis. The Licensing By-law only contains provisions respecting physical matters (e.g. lighting, barriers, signage, etc.) for parking lots. Lighting requirements associated with licencing are to ensure that there is no direct glare to persons on the street or adjoining lands.

The application for a "Garage D" licence is only made when a new lot is being established or when there has been a change in ownership noted at the time of renewal.

When a parking lot licence is applied for in a zoning district that permits the use, the applicant is made aware that they are subject to the requirements of Zoning By-Law 6593, Property Standards By-law 74-74, and any other additional requirements (i.e. Site Plan Approval). The licence is then issued following approval by the City of Hamilton Licensing Committee.

Once the licence has been issued, the City Clerks Department relies upon the Building Department for compliance to the Hamilton Zoning By-law regulations for parking lots.

- Building Code

The Building Department has advised that the "Building Code" does not specify minimum illumination requirements for parking lots, and all electrical specifications are covered under the "Electrical Code".

- Property Standards By-law 74-74

The Building Department has advised that under the Property Standards By-law site facilities, such as lighting fixtures and standards, required as a condition of site development or redevelopment must be maintained in a good state of repair [i.e. By-law 74-74, Section 19(6)]. However, it does not specify minimum illumination requirements for parking lots.

INFORMATION OBTAINED FROM OTHER MUNICIPALITIES:

Several cities (e.g. Burlington, Mississauga, Milton, Cambridge, London, Scarborough, Etobicoke, North York, Markham, Richmond Hill, etc.) were surveyed with respect to their lighting requirements for public parking lots (i.e. minimum illumination standards and/or design criteria). The survey concluded that none of the cities had minimum illumination standards for public parking lots within their zoning by-laws. However, most cities indicated that lighting was addressed under a development agreement (i.e. Site Plan Control), and typically only require that lighting be deflected away from adjacent residential districts and/or uses.

The City of Burlington is the only city surveyed that reviews a detailed lighting plan for proposed development subject to "Site Plan Control". Although they have no set minimum lighting requirements, their Engineering Department provides comment with respect to the placement of lighting fixtures/standards, type of lighting used (i.e. High Pressure Sodium) and wattage.

The Safe City Committee of The City of Toronto and the City of Toronto Planning and Development Department in October 1992 produced a guide, titled, "A Working Guide for Planning and Designing Safer Urban Environments". This guide is intended to aid Toronto-area planning and design professionals to integrate personal safety in their work. It provides guidance with respect to factors that enhance safety and security in public spaces, problematic places (i.e. parking garages, surface parking lots), and suggests ways to improve or avoid them.

In regards to lighting, the guide points out that poor lighting is not the main reason most assaults occur at night; rather it is because of other factors such as normal time of socializing, using alcohol, movement to and from work, and scarcity of people. Excerpts from the guide with respect to lighting and surface parking lots have been attached (see Appendix 'A').

INFORMATION OBTAINED FROM OTHER SOURCES:

See Appendix 'B', excerpt from IES Lighting Handbook, 1987 Application Volume, "Parking Facilities Lighting".

COMMENTS:

The existing regulations associated with the "G-3" (Public Parking Lots) District and Section 18A (Parking and Loading Requirements) of the Zoning By-law are intended to mitigate negative spill-over effects (i.e. lighting) of parking lots only when they adjoin a "residential district or use". No provision is made in the Zoning By-law for minimum lighting standards (i.e. lux, footcandles, uniformity ratio).

Although, the Property Standards By-law does not specify a minimum illumination requirement for public parking lots, it does state that any lighting fixtures that are required under a development agreement (i.e. Site Plan Control) must be maintained in good working order.

There has been no precedence set by other cities to regulate the illumination of parking lots by way of a zoning by-law. Zoning By-laws typically regulate land use, heights of buildings, area requirements, density, and required parking space numbers. This suggests that the Zoning By-law may not be the most appropriate means to achieve the desired objective (i.e. safety).

Lighting will create a sense of personal safety and security within parking lots, thus in principle requiring a minimum standard for lighting has merit. A review of the literature suggests that safety within our urban environments is not just a matter of establishing a minimum standard for lighting, such as 0.4 footcandles for areas used by pedestrians as recommended by the CSA, and 2 footcandles for high use open parking facilities, as per the IES Handbook. Lighting is only one factor that makes a place (i.e. parking lot) seem safer or less safe. A parking lot that is well designed, considering both function and aesthetics, will create an environment that is absent of fear, vibrant, inviting, and considerate of both people and property.

Accordingly, it would be appropriate to require a lighting plan/design, depicting night time use, including the position, quantity and type of lighting, for parking lots to be submitted in addition to the plans and drawings required for Site Plan Approval (i.e. site, grading, and landscape plan); and further, that the "Recommended Maintained Horizontal Illuminances for Parking Facilities" as set out under the IES Lighting Handbook (1987) be adopted as a lighting design guideline.

Furthermore, since lighting design is a very specialized area of expertise, it is recommended that the Electrical/Instrumentation Design Technologists of the Roads Department review the lighting plans for acceptability (i.e. placement of lighting fixtures/standards, type of lighting used, wattage, photometric data or computer print out showing lighting levels, etc.). In this regard, the Roads Department, Design and Construction Section, has reviewed lighting plans for the Hamilton Parking Authority (e.g. City Hall Parking Lot) and has advised that they would be prepared to the review the lighting plans submitted.

CONCLUSION:

Based on the foregoing, the above-mentioned recommendations should be adopted.

jl/JL
CI93C

Factors That Enhance Safety and Security in Public Space**3.1. Awareness of the Environment****LIGHTING 3.1.1****What to look for***** 1. Minimum standards**

If the place is intended to be used at night, does the lighting allow visibility? Are pedestrian pathways, laneways, access routes in outdoor public spaces lit to the minimum standard recommended by the CSA of 0.4 footcandles? This should include laneways and other inset spaces, access and egress routes and signage.

2. Consistency of lighting

Is lighting consistent, in order to reduce contrast between shadows and illuminated areas?

3. Proper placement of lighting

Does street lighting shine on pedestrian pathways and possible entrapment spaces rather than on the road or in people's windows? Does lighting take into account vegetation, including mature trees, and other potential blocks?

4. Improper lighting

Can paths or spaces not intended for night time use remain unlit to avoid giving a false impression of use?

5. Protection of lighting

Are the light fixtures protected from casual vandalism by means such as wired glass or a lantern-style holder?

6. Maintenance

Are lighting fixtures maintained in a clean condition and promptly replaced if burnt out or broken?

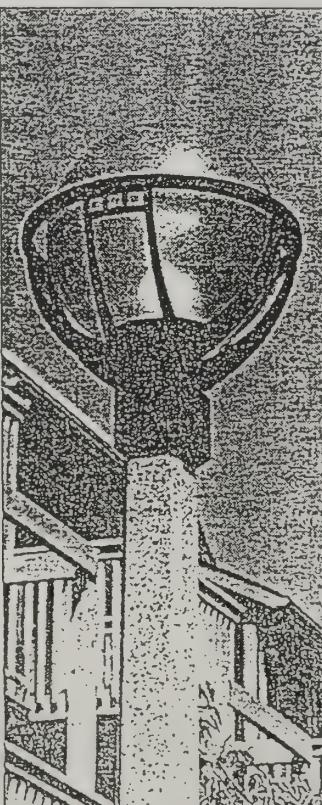
Development agreements should state who is responsible for maintenance of lighting in the form of a public notice indicating who to call in case of burnt-out or vandalized lights.

7. Planning for night time use

Do architects' drawings or any other material produced by the developer take into account that the space will be used at night?

It is a good idea for architectural drawings to depict night time use, including the position, quantity and type of lighting.

See also: underground parking spaces, parking lots, bicycle routes, surface transit stops, residential streets, parks, laneways, washrooms.



Cityhome Project, Springhurst and Dowling: good light standard, combining easy maintenance with attractive design.
(Photo: V. Pietropaolo)



Palmerston Boulevard: good pedestrian-scale lighting on a residential street. (Photo: G. Wekerle)

4.1.2 SURFACE PARKING LOTS

The Problem

While underground parking garages have received attention from the City of Toronto, surface parking lots have been neglected. Like underground garages, surface lots can be badly designed, poorly lit, and isolated.

Surface parking lots range from small 3 or 4 space lots behind, in front or adjacent to buildings, to very large lots (200 spaces) found around shopping malls. Where lots are larger than 50 car-spaces, additional precautions are necessary and can be made financially feasible through parking rental.

What to look for

1. Lighting

Is lighting adequate to see the inside of a car's back seat before entering the car? Is lighting consistent, avoiding shadows?

2. Sightlines

Are sightlines within and to the lots maximized, through the elimination of dense bush or tree landscaping, solid fences or advertisements which block the view, and unnecessary buildings or sheds?

Sightlines should especially be maximized from the entrance to a lot and from the parking attendant's booth, if there is one.

3. Entry/exit

If there is an attendant, is there a single entry/exit to allow supervision of vehicles?

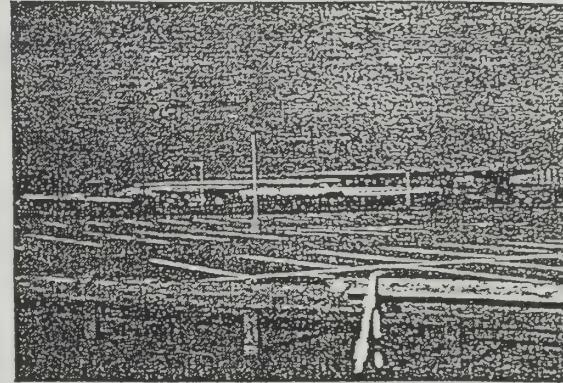
4. Attendants

Are attendants trained to know how to respond in an emergency? Are they periodically supervised and audited?

5. Avoiding entrapment

If there is no attendant, are there several well-lit, clearly marked entrances, in order to avoid the lot acting as an entrapment spot?

Parking lots in front of convenience stores should be discouraged. While marginally safer and more convenient for the car-user, these parking lots weaken the link between building and street, and are a traffic safety hazard as well. In entry-ways off commercial streets, wrought iron fencing or low-growth, low maintenance bushes are preferable to other barriers, since some bushes require a high level of maintenance in order to



Wilson Station parking lot. (Photo: G. Wekerle)

avoid growing too high for adequate sightlines or developing gaps that could be used as a hiding spot.

6. Informal surveillance

Is informal surveillance of surface lots or parking for residences encouraged through placement of windows in new buildings so that they overlook the lot, and placement of new lots so that they can be overlooked by stores and residences?

7. Formal surveillance and hardware

In larger lots, are there regular patrols by trained staff? Are there emergency telephones throughout the lots with accompanying raised illuminated international telephone signs? Is there some other way to summon help promptly?

8. Signage

Are there location identification signs in larger lots so that passengers can more easily relocate their cars?

9. Designated spaces or escorts

In office building lots, is there provision for an escort service or for reserved spots close to the building entrance for people who regularly work late? Are priority parking spots for people with disabilities located near the parking attendant when there is one, and near an exit to the street or an accessible elevator when there is no attendant?

See also: lighting, sightlines, entrapment spots, isolation; signage.

PARKING FACILITIES LIGHTING⁸

Objectives. Parking facility lighting is vital in today's motorized society for traffic safety; for protection against assault, theft and vandalism; for convenience and comfort to the user; and in many instances, for business attraction.

Types of Facilities. For lighting purposes, parking facilities can be classified as either "open" or "covered". Most parking facilities will be either one type or the other, but, in a multilevel parking structure, the roof level would be considered open while the lower levels would be considered covered.

Open Parking Facilities. The illumination requirements of an open parking facility depend

14-28 ROADWAY LIGHTING

on the amount of usage the facility receives. Three levels of activity have been established and are designated as *High*, *Medium* and *Low*. These levels reflect both traffic and pedestrian activity and are illustrated by, but not limited to, the following examples:

* **High Activity:**

Major league athletic events
Major cultural or civic events
Regional shopping centers
Fast food facilities

Medium Activity:

Community shopping centers
Office parks
Hospital parking areas
Transportation parking (airports, commuter lots, etc.)
Cultural, civic or recreational events
Residential complex parking

Low Activity:

Neighborhood shopping
Industrial employee parking
Educational facility parking
Church parking

If the level of nighttime activity involves a large number of vehicles, then the examples above for Low and Medium properly belong in the next higher level of activity.

Covered Parking Facilities. Four critical areas can be identified within covered parking

facilities: general parking and pedestrian areas; ramps and corners; entrance areas; and stairways. These critical areas can require lighting both day and night. The first of these areas is considered to be the same as for an open parking facility. The second area is self-explanatory. The third area (entrance) is defined as the entry way into the covered portion of the parking structure from the portal to a point 15 meters (50 feet) beyond the edge of covering on the structure. The fourth area again is self-explanatory.

Illuminance Recommendations. Recommendations have been established for both open parking facilities (outdoor) and for covered parking facilities (structures) as shown in Fig. 14-27. These recommendations are given to provide for the safe movement of traffic, for satisfactory vision for pedestrians and for the guidance of both vehicles and pedestrians. These levels are the lowest acceptable levels, consistent with the seeing task involved and the need to deter vandalism while at the same time meeting energy constraints. Customer convenience, closed circuit television surveillance and/or customer attraction may require a higher level of lighting in some circumstances.

In open parking facilities, a "general parking and pedestrian area" is defined as one where pedestrian conflicts with vehicles are likely to occur. A "vehicular use area (only)" is defined

Fig. 14-27. Recommended Maintained Horizontal Illuminances for Parking Facilities

(a) Open Parking Facilities

Level of Activity	General Parking and Pedestrian Area			* Vehicle Use Area (only)		
	Lux (Minimum on Pavement)	Footcandles (Minimum on Pavement)	Uniformity Ratio (Average:Minimum)	Lux (Average on Pavement)	Footcandles (Average on Pavement)	Uniformity Ratio (Average:Minimum)
* High	10	0.9	4:1	22	2	3:1
Medium	6	0.6	4:1	11	1	3:1
Low*	2	0.2	4:1	5	0.5	4:1

(b) Covered Parking Facilities

Areas	Day		Night		Uniformity Ratio (Average:Minimum)
	Lux (Average on Pavement)†	Footcandles (Average on Pavement)†	Lux (Average on Pavement)	Footcandles (Average on Pavement)	
General parking and Pedestrian areas	54	5	54	5	4:1
Ramps and corners	110	10	54	5	4:1
Entrance areas	540	50	54	5	4:1

Range of Illuminances

	Lux	Footcandles
Stairways‡	100-150-200	10-15-20

* This recommendation is based on the requirement to maintain security at any time in areas where there is a low level of nighttime activity.

† Sum of electric lighting and daylight.

‡ See Fig. 2-1.

as one where conflicts with pedestrians are not likely to occur. These are areas such as service areas or access roads.

It should be noted that, whereas Fig. 14-27 specifies average levels for the vehicular area in open parking facilities and for covered parking facilities, minimum levels have been specified for the pedestrian area of open parking facilities. The reason for this is that an absolute minimum value of lighting is considered necessary for the identification of features or pedestrian safety, which should not be exceeded on the low side at any point.

Special Considerations. Lighting of access roads to all types of parking facilities should match the local highway lighting, insofar as possible. The average maintained illuminance should be compatible with local conditions. The average-to-minimum uniformity ratio should not exceed 3 to 1.

In all parking facilities, consideration should be given to color rendition, uniformity of lighting and minimizing glare. Individuals sometimes have trouble identifying their cars under light sources with poor color rendering characteristics. Uniformities less than recommended can detract from safety and security. Glare can affect the ability to perceive objects or obstructions clearly.

In many parking facilities, closed-circuit television is deemed necessary. When the camera tube is specified, the lighting level, the type of light source, the distribution pattern of luminaires and the aiming of the camera must be considered in order to ensure effective results.

From the standpoint of energy management, it may be desirable to reduce the lighting levels in certain parking facilities during periods of reduced activity. For example, during peak use, the "high" activity lighting levels may be adequate. During inactive periods only security lighting will be required.

Special Considerations for Open Facilities. In open parking facilities, exits, entrances, loading zones, pedestrian crossings, and collector lanes should be given special consideration to permit ready identification and to enhance safety.

Lighting for outdoor pedestrian stairways may require a luminaire on every landing with additional units in between if required for safety. It may be necessary to call attention to changes in elevation where one or more steps is involved. For lighting for outdoor pedestrian walkways, see page 14-16.

Parking facilities for rest or scenic areas adjacent to roadways generally employ lower illuminances. See page 14-25 on safety rest areas.

Support poles should be located so as not to be damaged by automobiles being parked. Overhang of the average automobile is approximately 0.5 to 1.0 meters (1.5 to 3.3 feet) in front, and 1.5 meters (4.9 feet) in the rear.

Vandalism is an important consideration with open parking facilities. Damage can generally be reduced by mounting luminaires at least 3 meters (10 feet) above grade. However, greater mounting heights are recommended.

Special Consideration for Covered Facilities. In covered parking facilities, vertical illuminances of objects such as columns and walls should be equal to the horizontal values given in Fig. 14-27. These vertical values should be for a location 1.8 meters (6 feet) above the pavement.

In covered parking facilities the design should be arranged so that some lighting can be left on for security reasons. The low level from Fig. 14-27 for open parking facilities can be used for this purpose.

In covered parking facilities, emergency lighting units should be located strategically so as to provide a minimum lighting level in case of an interruption to the normal power supply. In general, these units should provide approximately ten percent of the levels in Fig. 14-27, or applicable local code requirements.

INFORMATION ITEM

1. As requested at the last meeting, a copy of the Draft Resolution on the Regional Transportation Study is attached.
2. "Time for town centre action before the rot sets in". Planning.

CAPIC's Position Regarding The Regional Transportation Plan

CAPIC supports good, convenient, accessible public transit. CAPIC has considered proposals presented to the Focus Group reviewing the Regional Transportation Plan. CAPIC understands the intended benefits of the long term objectives but would like to see greater consideration of, or amelioration of serious detrimental defects on the Downtown Core which would result from precipitate introduction of many of the measures proposed.

The Downtown Core is recognized by the Official Plan as the Regional Centre. It is a significant part of the tax base. Its importance lies not only in retail, but also in commercial, professional, and cultural use. Any reduction in these uses will also affect the transit system.

Some of the measures affecting accessibility and use are:

- Reduction of traffic lanes;
- Parking controls not recognizing different needs for different purposes;
- Special taxes or tolls for auto access.

A serious concern not only to the core, but to the region as a whole would seem to be the proposal to divert funds from the road budget to the transit budget. The public transit system should not be expanded at the expense of well maintained public roads.

Investors and developers, as well as visitors, consider many things, but certainly very important and obvious factors are the transportation capability and the condition of the streets. The continued effort to maintain good roads is evidence of good management.

Therefore, great care must be taken in considering the near as well as the long term effects of the proposals so that the plan produced will be workable and acceptable.



Time for town centre action before the rot sets in

Advising local authorities on how to strengthen their town centres is a major challenge. With more than a thousand centres in England and Wales, differing hugely in size and roles, and with so many complex and conflicting issues to be resolved with limited resources, the task requires a fresh and holistic approach if it is to yield results.

For some years, the Urban &

feel they are declining, what is more interesting is the number of examples of towns which are countering the trends.

We had to find a method for classifying towns, in terms of the different problems and opportunities they face. The report distinguishes between market towns like Bury St Edmunds or Witney, industrial towns like Newport and Pres-

ton, and places to visit, while their roles as residential areas and as sources of educational and health services could be growing in importance.

It is this combination of roles which gives real town centres much of their character and life, and makes them special. However, the future of many town centres is now under attack, and their ongoing health can no longer be taken for granted. A significant proportion now think that they are declining, particularly in London and in industrial areas. Improving the health of the town centre is now a priority in most places.

The reasons for concern go far beyond the current recession. They stem from fundamental changes that have been taking place, in terms of dispersal and counter-urbanisation. Analysis of the trends shows that these are related to population shifts and employment changes, linked to the switch from manufacturing to a service - or what some would call a self-service - economy.

This has been made possible by the enormous rise in car ownership and usage. As a consequence, Britain is following the American pattern of out-of-town centres of various kinds. There is also a trend towards dispersal of other activities, to make access by car easier.

While these trends are powerful, the "doughnut" may not be sustainable as an urban form. Instead, it may be more productive to look to the continent, where the priority has been to make towns liveable - even in industrial regions like the Ruhr or industrial southern Belgium, where there is a stress on encouraging people to live near the centre and on promoting public transport. A number of British towns, particu-

The search for vital and viable town and city centres goes on. Nicholas Falk reports on Department of the Environment-sponsored research into how Britain's urban areas can rise to the challenge.

Economic Development Group has been working in town centres ranging in size from Birmingham to Sandwich, and has built up expertise in devising strategies that bring different interests together. To tackle the demanding brief set out by the Department of the Environment, we drew together a multi-disciplinary team.

We involved Comedia, the cultural planning experts, for the insights that had built up in its work on *Out of Hours* for the Gulbenkian Foundation. Hillier Parker provided data on the commercial performance of a large number of town centres, as well as knowledge on retailing trends.

Environmental & Transport Planning understand the impact of pedestrianisation and traffic from experience in German as well as British towns. Finally, the Bartlett School at University College London contributed analyses of demographic and employment trends.

Our approach involved a survey of 335 local authorities - an 85 per cent response - and a series of matched case studies, as well as fresh analyses of data on yields and rentals and trends in town centres and surrounding districts. By analysing how town centres had evolved and by comparing apparent winners and losers, the team was able to gain fresh insights into what leads to success.

In doing so we were greatly helped by discussions with a panel of experts, including national retailers, who were able to point to places from which lessons could be learned. While the picture appears depressing, judging by the significant proportion of town centres that

feel they are declining, what is more interesting is the number of examples of towns which are countering the trends.

By coming up with a new method for analysing town centres, according to what we call "the three As" of attractions, accessibility and amenity, we were able to find common factors that influenced success, as well as to relate our recommendations for good practice to the particular situations that different kinds of town face.

The report contains an extensive summary, but a few general points are worth highlighting. Town centres have traditionally formed the heart of communities. They perform a range of roles that involve large numbers of people together. From their origins as transport hubs, their roles include not just that of a shopping centre or market place but also those of business centre, arts, culture and entertainment zone

larly historic towns, are following this model, which seems to offer a number of benefits.

Because town centres are complex and organic places, we need a way of analysing their vitality and viability, and the underlying factors that make them successful. Vitality has been defined in terms of how busy the streets are, which is why we have proposed measuring pedestrian flow in different parts.



Diverse types - market towns...

Case studies such as Woolwich showed how numbers can fall off rapidly outside the prime area where the multiple retailers are located. Over time, the figures can show how well the centre is doing compared with similar places: in the short term, major stores may be able to provide information on how the centre has done compared with others.

Viability has been defined in terms of how investors view the city centre. Here an indicator has been devised which brings together information on yields and rentals in



Accessibility - appropriate parking is one element of strategies for town centres.

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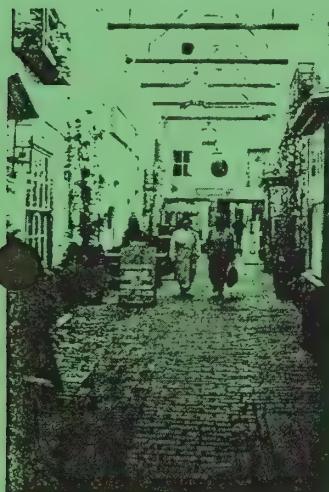
Retailing... analysed no... amount of... comparison... specialist s... terms of fact... of markets... which may... draws.

The arts... ment role ca... alive out o... number of p... to the town ce...

order to classify how centres are doing compared with others, and how that position changes over time. Together, the indicators help show how far a town centre is at risk from additional capacity being provided elsewhere.

However, the health of a town centre doesn't just depend on the amount of competition. Our case studies have shown that the most successful towns are those that have followed a process that strikes a balance between maintaining attractions, accessibility and amenity, and which have the organisational capacity to secure action.

A number of towns have followed a process which we believe could usefully be replicated more widely. This starts with monitoring how well the town centre is doing, and drawing up a profile. It may involve some kind of action planning event to help formulate a vision for where the centre should be going. Strategies and planning briefs then help



..historic cities like Worcester...

make the vision a reality over the short, medium and longer terms. Finally there is some form of dedicated management, though this can take a number of forms depending on the situation and resources available.

The report proposes undertaking "health checks". The foundation upon which any centre is built is its attractions. The success of its attractions in drawing customers depends on their diversity and critical mass, not just the size of the shopping centre.

Retailing, for example, can be analysed not just in terms of the amount of space given over to comparison, convenience and specialist shopping, but also in terms of factors such as the strength of markets or independent shops which may provide additional draws.

The arts, culture and entertainment role can keep a town feeling alive out of hours, as does the number of people living in or close to the town centre. The professional

health and education services within the centre all help to generate footfall, as can the number of businesses operating in a centre, not forgetting the important role centres can play as incubators for new enterprises.

Accessibility is the second dimension. This depends both on mobility - that is, how readily potential customers can reach the centres - and also on the quality of linkages between the gateways and the various attractions.

The third dimension is amenity - what some call the "feel-good factor". This depends on both a sense



...metropolitan cities like Sheffield

of identity, making the centre look special, and also on security, which means feeling safe at all times. Environmental audits need to consider separately the townscape and private space that is created by buildings and also the streetscape and public space. Again, there is a whole series of aspects which can be assessed and measured, according to the resources available.

This framework for analysing the health of town centres can be used to secure a focus on the town centre and form an agenda. It can lead on to the formulation of a strategy for the centre as a whole and the main areas that it comprises. It may also form the basis for ongoing management, as the different dimensions tend to concern different departments and other interests.

The bulk of the report deals with good practice, with more than 50 case study examples and nearly 90 illustrations covering some 30 different types of initiative. The report, for the first time, shows the range of action that can be taken to reverse decline and to find new roles for areas that have lost their retail attractions. However, all this depends on a concerted effort and a change of attitude.

The report emphasises that the main danger is not out-of-town shopping but institutional inertia and

neglect, leading town centres to lose their vitality and viability. We therefore put a lot of emphasis on the process of drawing up profiles, visions, strategies and action programmes - for it is town centre management, rather than the appointment of town centre managers, which is crucial if town centres are not to be left behind by their competitors.

The report contains a series of major recommendations, with more than 40 practical proposals. They include the idea of local authorities keeping town centres under review, with management groups, forums that involve the private sector and community interests, and published material that goes beyond the local plan.

We have recommended devising strategies, paying particular attention to welcoming gateways, appropriate parking, making public transport a more attractive option, designing quality streets, ensuring a feeling of security, safeguarding key attractions, and encouraging diversity.

We have underpinned the need for town centre management and positive planning, already recommended in Planning Policy Guidance Note 6, but have gone further, for example, in arguing that planners should deal with space that has been vacant for several years.

Planners need to use planning briefs and outline consents to help provide new housing, cultural facilities or specialist shops. We have also called for planners to work with public transport operators, and for national organisations to help make technical assistance available, and have encouraged collaboration between authorities in sharing good practice.

But above all, we call for a positive climate for investment, with local business involvement, plus finding answers to the longer term problems of resourcing town centres. We have put forward the idea, taken from American experience, of business improvement districts.

These enable local authorities to levy an extra tax on property owners proportional to property taxes. This money goes to a body run by local businesses, and is used for promotion as well as enhancing the environment and providing additional security and maintenance. In short, the report argues strongly that town centres should be the hub of lively communities, and that the time to take action is now, before the rot sets in.

Vital and Vibrant Town Centres - Meeting the Challenge. Available from HMSO. Price £25.

Dr Nicholas Falk is a director of the Urban & Economic Development Group and was responsible for compiling the final report.

Trust places vision thing at the centre

Last week's Cities 94 conference provided a promotional vehicle for Centre Vision, a new national programme for town centre revitalisation launched by the Civic Trust with support from Boots the Chemists and the Department of the Environment. The initiative aims to help town centres find a new role in the face of competition from out-of-town retailing and the effects of the recession.

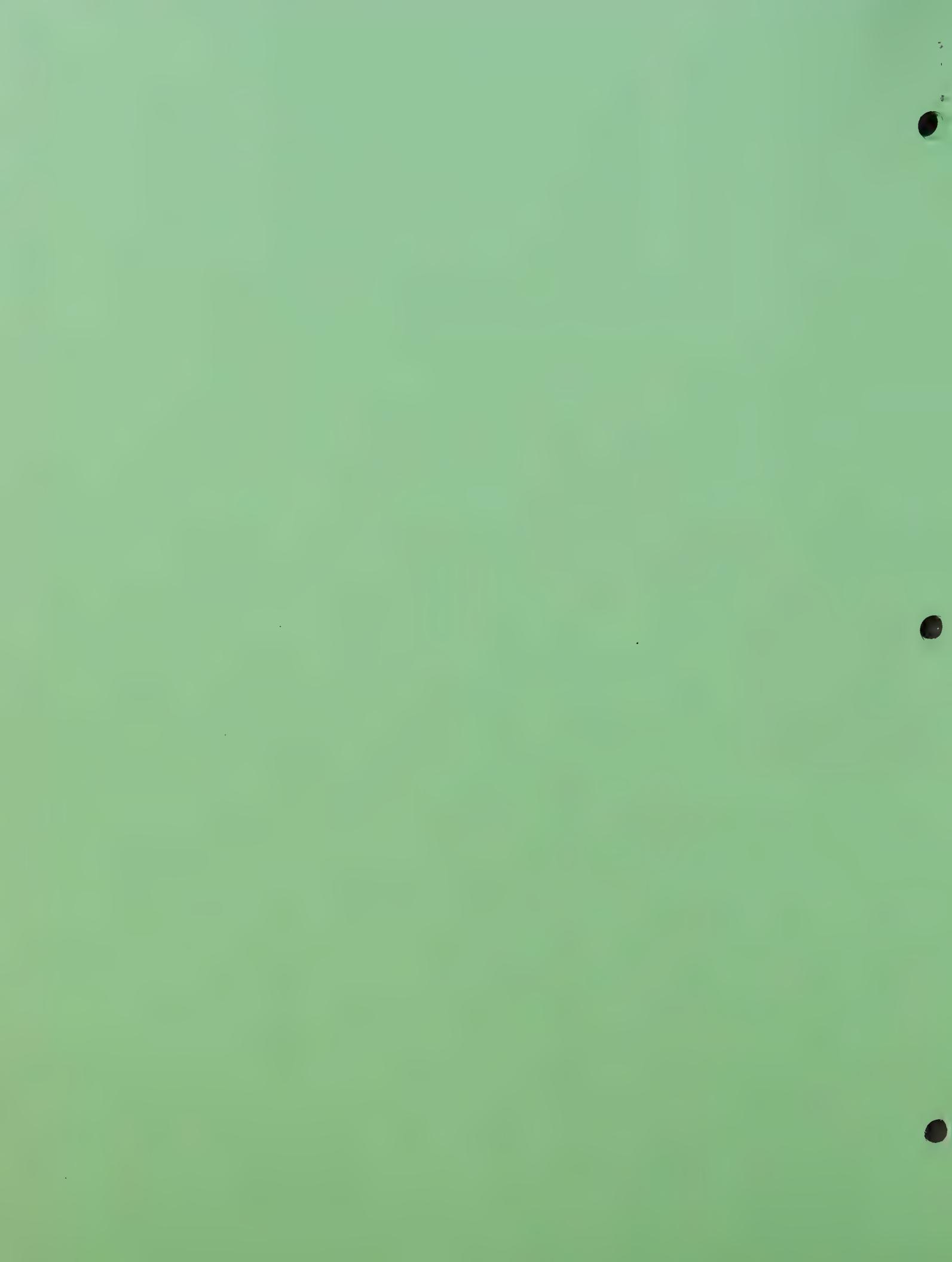
Centre Vision is already working to encourage new solutions for declining town centres in places such as Huddersfield, Blackburn, Doncaster and Dudley - a town estimated to have lost 70 per cent of its trade in durable items to the nearby Merry Hill regional shopping centre.

The trust's aim is to make town centres as attractive and accessible as their out-of-town rivals and create a mix of activities. On the ground, these include markets offering a variety of fresh produce, residential development over shops and new cultural facilities to encourage after-hours use and reduce crime.

"We welcome the Government's recent shift towards promoting the cause of town centres, but policy changes are only the start", says Civic Trust director Martin Bradshaw. "If we want to keep the momentum, and ensure that future generations benefit from healthy town centres, then we have to rethink their future role."

The initiative is also intended as a showcase of good town centre management, and is seeking to establish management projects in all of the towns in which it works. It builds on the Civic Trust's examples of regeneration projects in towns such as Halifax and Greenwich, where the regeneration process has been dependent on a strong partnership of public, private and community interests.

• Centre Vision has been written into the Civic Trust's annual awards scheme, via a special award sponsored by Boots for the project considered to have made the greatest contribution to the improvement of a town or city centre. The inaugural winner? The restoration and extension of Liverpool Street Station, once one of London's most unwelcoming main-line termini, now integrated with public transport facilities and surrounding development to create a "gateway to the City that London can be proud of" and "a new urban centre of considerable distinction".



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EA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, September 9, 1994

TIME: 9:30 a.m.

URBAN MUNICIPAL

SEP 1 1994

PLACE: Room 233, 2nd Floor
Hamilton City Hall

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held June 10, 1994
3. Bill 163 - Revisions to the Planning Act
- Steve Robichaud
4. Hamilton "Facts and Figures" Brochure
- Keith Extance
5. Downtown Development Activity
- Keith Extance
6. Review and Discussion of Initiatives in the Central Area
 - i) Beasley Neighbourhood Plan - Keith Extance
 - ii) Official Plan Review - Keith Extance
 - iii) Central Neighbourhood Plan - Mary Lou Tanner
 - iv) Mayor's Downtown Initiatives - Joanne Hickey-Evans
 - v) Ferguson Avenue Revitalization - Bill Janssen
 - vi) Barton Street Initiatives - Bill Janssen
 - vii) CBD Study - Bill Janssen
 - viii) West Harbourfront Study - Bill Janssen
 - ix) Hamilton GO Station - Bill Janssen
 - x) CN Station - Bill Janssen
7. CAPIC's Direction for 1994/95 and
Discussion of CAPIC's Proposed "Downtown Forum/Workshop"
- Gil Simmons, Paul Ortmann, John Eyles
8. Other Business
9. Members Reports
10. Next Meeting/Adjournment

If you cannot attend the meeting, please contact Mary Lou Tanner at 546-4148.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Friday June 10, 1994

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Art Lomax
Gil Simmons - Vice-Chairperson
Gerry Kennedy
John Nolan
John Eyles
Paul Ortmann
Kay Nolan

Jim Drake

Durand Neighbourhood Association
Alderman Ward 2
Hamilton Automobile Club
North End Neighbourhoods
Metropolitan Hamilton Real Estate Board
Past Vice-Chairperson
McMaster University
Stinson Community Association
Hamilton-Wentworth Roman Catholic
Separate School Board
Beasley Neighbourhood Association

REGRETS

Bruce Rankin
Mary Pocius
Richard Maraj

Graeme McTaggart

Hamilton Society of Architects
International Village BIA
Region of Hamilton-Wentworth Committee
for Persons with Physical Disabilities
Downtown BIA

STAFF AND OTHERS

Keith Extance (Acting Coordinator)
Bill Janssen

Local Planning
Local Planning

1. Chairperson's Remarks

Russell Elman called the meeting to order at 9:35 a.m. and welcomed those present. He advised members a number of major revisions to the Planning Act have been proposed by the Province. **Action:** Staff to provide a report at the next meeting on the scope of these revisions and the potential impact on Central Area planning.

Russell raised the issue of CAPIC resuming a monthly meeting schedule rather than the present bi-monthly schedule. Bill Janssen concurred and CAPIC would resume meeting on a monthly basis beginning with the next scheduled meeting on Friday, September 9, 1994.

2. Minutes of April 29, 1994 Meeting

Amendments:

- a) John Eyles was present at this meeting.

It was moved by Gil Simmons and seconded by John Eyles that the minutes be adopted as amended.

Carried

3. Business Arising from the Minutes

Russell Elman noted that he had received an invitation to meet with the Mayor's Task Force on the Downtown but the letter arrived after the meeting had occurred.

The Committee was informed of one initiative from the Mayor's Task Force in regard to free parking in Hamilton Parking Authority parking lots on Thursday and Friday evenings and all day Saturday. The following resolution was moved by Gerry Kennedy and seconded by Kay Nolan:

"That CAPIC, in principle, support the Hamilton Parking Authority's proposal, as presented to the Mayor's Task Force on the Downtown, for no charge parking on Thursday and Friday evenings and all-day Saturday and suggest that the trial period be extended beyond Christmas."

Carried

4. CAPIC Comments on Minimum Lighting Standards for Public Parking Lots Report

CAPIC members indicated the report was satisfactory and offered the following detailed comments:

- it is important that lights be shielded to eliminate light filtering into residential areas;
- parking lot lights should follow the "mood" of the adjacent streetlights; and,
- the timing of turning lights on and off lights in parking lots in relation to opening hours should be investigated.

5. Report on CAPIC's role in the Downtown

Russell Elman re-iterated the role and mandate of CAPIC in regard to planning initiatives in the downtown.

Bill Janssen circulated a draft report for CAPIC's consideration that noted CAPIC would begin preparation of a "strategic plan" for the downtown. The report recognized that CAPIC has an important role to fulfil in bringing key people together.

John Eyles questioned whether CAPIC has been overtaken by other "events", such as the Mayor's Task Force, and whether the Committee still has a role to provide.

Alderman McCulloch noted there has been no "takeover" of CAPIC and the Committee is well-regarded by the City's Planning & Development Committee. Alderman McCulloch added that CAPIC should be more contemplative and less reactive.

John Nolan noted the report represents the right direction for CAPIC as there is no overall coordination of external activities in the downtown. John added that CAPIC should be infused with new members and perhaps former active members. As well, CAPIC needs to have a more "brainstorming" meetings, examining the issues that are confronting the downtown.

Jim Drake commented that the residents of a particular neighbourhood should have the biggest say on what happens in their neighbourhood.

John Nolan indicated that planning should occur from the Neighbourhood up and not from City Hall down but added that there is a Regional importance to the health and vitality of the downtown and this has to be recognized as well. John noted that CAPIC over the next several meetings has three key tasks:

- 1) Review all external activities and initiatives in the downtown and how they relate to the Central Area Plan;
- 2) Co-ordinate all the external activities and initiatives; and,
- 3) Prioritize all the external activities and initiatives.

It was moved by John Nolan and Seconded by John Eyles that the Information Report describing CAPIC's initiatives over the short-term be forwarded to Planning and Development Committee. Carried Unanimously

Russell Elman requested a "Steering Committee" be established to set up the process of creating a downtown "strategic plan/plan of action" with a starting point being the 3 key tasks identified by John Nolan. John Eyles, Paul Ortmann and Gil Simmons indicated they would participate.

Paul Ortmann indicated he would act as chair for the steering committee.

Bill Janssen indicated staff can assist in this task provided there is input from CAPIC.

6. Recent Zoning Initiatives

The attached summary sheet documents the status of recent zoning applications submitted to the Planning and Development Department.

7. Member's Reports

Paul Ortmann: The Stinson Community "Night Out" is scheduled for August 2 in Carter Park, all are welcome to attend.

Gil Simmons: CN is looking at moving the Stuart Street railyards outside of Hamilton to Aldershot or Stoney Creek.

Gerry Kennedy: Noted the recent charette on housing was a rewarding experience.

Jim Drake: Noted the Beasley Park Community Centre has been approved by the City.

8. Adjournment

It was moved by Russell Elman that the meeting adjourn.

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, October 14, 1994

URBAN MUNICIPAL

TIME: 9:30 a.m.

OCT 13 1994

PLACE: Room 233, 2nd Floor
Hamilton City Hall

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held September 9, 1994
3. Update on Downtown Forum Series
- Paul Ortmann
4. Ad Hoc Committee on Public Parking Lots in Downtown Hamilton
5. Public Access to Parks
6. Other Business
7. Members Reports
8. Next Meeting/Adjournment

If you cannot attend the meeting, please contact Mary Lou Tanner at 546-4148.

The Corporation of the City of Hamilton

By-law No. 89-74

To consolidate By-law No. 77-221

THE PARKS BY-LAW

WHEREAS prior to December 31, 1973, the general management, regulation and control of parks, avenues, boulevards and roadway drives belonging to the Corporation of the City of Hamilton were vested in the Board of Park Management of the City of Hamilton, pursuant to the Public Parks Act, R.S.O. 1970, Chapter 384;

AND WHEREAS on December 31, 1973, the said Board of Park Management was dissolved and the assets and liabilities thereof became on the 1st day of January 1974, assets and liabilities of the Corporation of the City of Hamilton, pursuant to Section 136 of the Regional Municipality of Hamilton-Wentworth Act, 1973;

AND WHEREAS The Corporation of the City of Hamilton may exercise all or any of the powers that are conferred on boards of park management by The Public Parks Act, pursuant to Section 352, paragraph 68 of the Municipal Act R.S.O. 1970 Chapter 284 (now Section 208 paragraph 51 of the Municipal Act, R.S.O. 1980, Chapter 302);

AND WHEREAS paragraph 58 of Section 352 of the Municipal Act R.S.O. 1970 Chapter 284 (now paragraph 42 of Section 208 of the Municipal Act R.S.O. 1980 Chapter 302) provides for the prohibition of vehicles from sidewalks, pathways or footpaths in Parks;

AND WHEREAS paragraph 3 of the Municipal Act. R.S.O. 1970 (now paragraph 3 of Section 230 of the Municipal Act R.S.O. 1980) provides for the prohibition of the sale of refreshments in public Parks;

AND WHEREAS paragraph 385 of the Municipal Act R.S.O. 1970 (now paragraph 1 of Section 234 of the Municipal Act R.S.O. 1980) provides for the regulation or the prohibition of the playing of bands and of musical instruments in any Park;

AND WHEREAS By-law 77-221 was passed on the 30th day of August 1977 by the Council of the Corporation of the City of Hamilton;

AND WHEREAS the Council of the Corporation of the City of Hamilton in adopting Item 17 of the 5th Report of the Transport and Environment Committee at its meeting held on the 28th day of February 1989, directed that By-law No. 77-221, as amended to date, by consolidated as hereinafter provided.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. In this by-law,

- (a) "alcoholic beverage" means liquor;
- (b) "by-law enforcement officer" means a by-law enforcement officer of the City;
- (c) "City" means the City of Hamilton;
- (d) "commercial motor vehicle" means a motor vehicle having attached to

it a truck or delivery body or unit;

- (e) "liquor" has the same meaning as in the Liquor Licence Act, 1975;
- (ea) "loiter" means to remain in an area of a park for no obvious reason, or for reasons for which the park or any facility thereon was not intended; By-law 86-334, S.1.
- (eb) "motorized snow vehicle" has the same meaning as in By-law No. 71-23;
- (f) "motor vehicle" includes an automobile, motorcycle, snowmobile, moped, minibike, or any other vehicle propelled or driven otherwise than by muscular power;
- (g) "official sign" means a sign erected pursuant to section 30 and any other sign approved by Council;
- (h) "Park" includes public park, recreation ground, stadium, arena, square, avenue, boulevard, drive, and any facility thereon; By-law 86-334, S.1.
- (i) "police constable" means a member of the Hamilton-Wentworth Regional Police Force;
- (j) "recreation ground" means a recreation centre, play lot, playground, playfield, school ground, athletic field and includes any building thereon;
- (k) "parking space" means that part of any roadway, drive or area designated by the City for the parking of vehicles;
- (l) "public parking area" means an area of the Park on which there is an official sign;
- (la) "residence" means a place that is actually occupied or used as a building;
- (m) "roadway" or "drive" means that part of a Park that is set aside for use of vehicular traffic;
- (n) "sign" includes any mode or method provided by the City for the purpose of indicating instructions, directions or regulations pertaining to vehicles;
- (o) "trailer" means a vehicle that is at any time drawn upon a highway by a motor vehicle or vehicle;
- (p) "vehicle" includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine and any vehicle drawn, propelled or driven by any kind of power, including muscular power, except motorized snow vehicles;
- (q) "wine" has the same meaning as in The Liquor Licence Act, 1975. By-law No. 78-97, S.1, S.2, S.3, S.4; By-law 80-002, S.1(a,b).

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PART I

USE OF PARKS BY PERSONS

2. (1) No person shall, in a Park, cut, climb, break, injure, deface or disturb any property including.
 - (a) a tree, shrub, plant, grass or rock;
 - (b) a building, cage, pen or monument;
 - (c) a bench or apparatus.
(2) No person shall, in a Park, pull up, pluck, cut, take or remove any bush, shrub, flower or any other plant.
(3) No person shall, in a Park, cut or remove any.
 - (a) wood;
 - (b) turf or grass;
 - (c) soil, sand, rock or gravel. By-law No. 78-97,
(4) No person shall, in a Park, mark or write upon,
 - (a) any part of the interior or exterior of a building;
 - (b) any monument, fence, bench or other structure.
(5) No person shall, in a Park, damage or otherwise injure any real or personal property of the City.
3. (1) No person shall swim, bathe, wade in or enter the waters of a pool, fountain, pond, lake or stream in a Park, except when and where designated for such purposes by the City.
(2) No person shall permit a child in his care, custody or charge, to swim, bathe, wade in or enter into the waters of any ornamental pool or fountain.
(3) No person shall disrobe or change his clothes in a vehicle or any other place in a Park, except a building or tent provided for that purpose.
(4) No person shall swim, bathe, wade in or enter into the waters of a pool, fountain, pond, lake or stream in a Park, disrobed.
(4a) No person shall use a metal detector in a park listed in Schedule "A" hereto annexed. By-law 82-180, S.1.

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- (5) No person shall pollute any waters in a Park where swimming, bathing or wading is permitted, by introducing into such waters any wood, glass, metal, soil, sand, gravel, any debris, waste, refuse or any other foreign matter, thing or substance into the water.
- (6) No person shall bring into or have in his custody or possession, any bathing area or in any swimming area of a Park, any bottles, glassware, metal or other material which may cause injury to the bare feet.
4. (1) No person shall camp or lodge in a Park at a place not designated by the City for such purpose.
(2) No person shall hold a picnic in a Park at a place not designated by the City for such purpose.
5. No person shall make or maintain a fire for any purpose in a Park, except.
 - (a) at a place provided by the City for such purpose; or
 - (b) with the prior consent of the City upon such terms and conditions as the City may specify.
6. (1) No person shall, in a Park, carry or discharge.
 - (a) firearms;
 - (b) air guns or spring gun;
 - (c) catapults;
 - (d) fire crackers, rockets, torpedoes or any other fireworks.
except with the permission of, and at a place provided by the City for any such particular purpose.
(2) No person shall carry any bows and arrows or discharge arrows in or into a Park except at any archery range established by the City.
(3) No person shall carry in a Park any hunting knife or any weapon apparently available for the purpose of inflicting injury upon any person using the Park.
(4) No person shall throw a stone or other object or missile that may cause injury or damage to any person or property.
7. No person shall convene or conduct, in a Park, any parade or procession, or take part in any parade or procession in a Park, except with the prior written permission of the City, upon such terms and conditions as the City may specify.
8. No person shall convene or conduct or hold a public meeting in a Park or

deliver a speech in a Park, as a member of, or to members of any political organization, any group or to members of the general public, except with prior written permission of the City, upon such terms and conditions as the City may specify.

9. (1) No person shall carry, exhibit, affix or erect any placard, sign or notice, or other advertising device in a Park, except with the prior written permission of the City, upon such terms and conditions as the City may specify.
(2) No person shall distribute, deposit or leave any book, pamphlet, handbill, notice, paper or advertising device in a Park, except with the prior written permission of the City, upon such terms and conditions as the City may specify.
10. (1) Having regard to the kind of Park, no person shall ring a bell, blow a horn, shout, play a radio or tape recorder, or records or use any other electronic or mechanical device, or make any other noise that is likely to interfere unreasonably with the enjoyment of the Park by any other person.
(2) No person shall operate a motor driven model airplane or boat or vehicle, or any other model in a Park, except at a place provided by the City for such purpose.
(3) No person shall use a public address system or other device or equipment for amplifying sounds in a Park, except,
 - (a) with the prior written permission of the City, upon such terms and conditions as the City may specify;
 - (b) an automobile horn or other signalling device affixed permanently to a vehicle and used for the purpose of warning any person for that person's safety, by reason of operation of the vehicle;
 - (c) any band instruments or other equipment for entertainment provided by the City.
11. No person shall sell, or offer for sale, or expose for sale or advertise for sale in a Park, any,
 - (a) food or drink or food and drink;
 - (b) newspaper, magazine or writing;
 - (c) goods, wares or merchandise;
 - (d) art, skill or services,

except with the prior written permission of the City, upon such terms and conditions as the City may specify.

12. No person shall practice or carry on or conduct or solicit for any trade, calling, business or occupation in a Park, except with the prior written permission of the City, upon such terms and conditions as the City may specify.
13. No person, unless duly authorized, shall enter into any place, in a Park, where the sign "No Admittance" is displayed.
14. No person shall enter into or upon, or remain in a Park, unless clad in a manner that is not objectionable to users of the Park.
15. (1) No person, whether individual or as a member of a group of persons, or as a member of a team, shall engage in or play baseball, cricket, football, tennis, croquet, or any other game or sport, in a Park, except at a place provided by the City for the purpose of the particular game or sport.
(2) No person shall play golf, drive a golf ball or use golf clubs or other equipment or drive a golf cart in a Park except in an area provided by the City for that purpose.
(3) No person shall play any game in a Park within twenty feet of a driveway.
(4) No person shall wear cleated shoes in any area, in the Park, where such shoes are not required to be worn for the purpose of the game.
(5) No person shall engage in any foot race, or horse race or ride a horse in a Park, except at a place provided by the City for any such particular purpose.
(6) No person shall ride a horse in a Park, at the place provided for such purpose.
 (a) that is not well broken and under complete control;
 (b) in excess of fifteen kilometres per hour.
16. (1) No person using any skating rink in any Park shall,
 (a) use long nosed racing skates, unless the skates are protected by toe-guards designed to remain affixed to the skates during use;
 (b) race or speak so as to endanger or interfere with any other person using the rink;
 (c) carry a cane or stick of any kind upon the ice except a hockey stick upon rinks provided for the playing of hockey.
(2) No person shall operate or ride a toboggan in a Park. By-law 87-155, S.2.

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17. (1) No person shall play or bet at or against any game conducted, dealt or carried on with cards, dice or other device except,
 - (a) checkers or chess;
 - (b) with the prior written permission of the City, upon such terms and conditions as the City may specify.
(2) No person shall maintain or exhibit any gambling table or other instrument of gambling, in a Park.
18. No person shall interfere with the playing of any game by any person in a Park, by
 - (a) making a noise so as to distract the players;
 - (b) making verbal comments contrary to any player's request to cease such comments;
 - (c) in any other way contrary to the proper carrying on of a game by any player in accordance with the rules of the game.
19. (1) No person shall interfere with the play of a minor in any area, in a Park, reserved for such persons.
(2) No person, in a Park, having care or custody of a minor, or having charge of the minor in a Park, shall permit the minor to unreasonably interfere with the enjoyment of the Park by any other person.
20. (1) Except as provided in subsection 2, no person shall bring any animals or fowl into a Park, except in an area designated for such animal or with the prior written permission of the City, upon such terms and conditions as the City may specify. By-law No. 78-97, S.6., By-law 86-341, S.1.
(2) Every person who brings a dog into a park shall at all times keep the dog restrained by means of a leash.
(3) The person referred to in subsection 2 shall immediately and without delay remove any excrement produced by the dog and provide for its sanitary disposition otherwise than on the park premises. By-law 86-341, S.2.
(4) Notwithstanding subsection 20 (1), no person shall bring an animal into a Park during a Festival Event listed in Schedule "B" and any like Festival Event designated by the committee, unless the animal is part of the program of the Event and for which prior permission has been given. By-law 87-155, S.3.
21. (1) No person shall disturb, molest, injure, wound, attempt to kill, hunt, or trap, or kill any animal or bird in a Park.

(2) No person shall touch, interfere with, remove, or injure any bird's nest or the eggs, or the young birds therein.

(3) No person shall provide or cause to be provided or deposit or leave any food for pigeons or food that may be used by pigeons in a Park listed in Schedule "C". By-law 87-244, S.1.

22. (1) No person shall leave or deposit any paper, bottles, broken glass, cans, rags, garbage, rubbish, debris or refuse of any kind, in a Park, except in a receptacle provided by the City for that purpose.

(2) No person shall deposit or leave any paint, grease, oil, offal, or any dangerous matter or any matter that has an odour or appearance found to be offensive by users of the Park.

(3) No person shall scatter any paper, cardboard, or any other material in a Park.

23. No person shall discharge, dump or leave any construction material, earth, dirt, rock or stone or any other materials in a Park, or on or in any land designated as a Park site, or on or in any ravine, slope, or other land accessory to a Park or a Park site, except with the prior written permission of the City, upon such terms and conditions as the City may specify.

24. (1) No person shall bring into a Park, or have in his care or custody or possession, alcoholic beverages while in a Park without the prior approval of the City and only unless the authority of a special occasion permit issued under section 8 of The Liquor Licence Act, 1975. By-law 80-002, S.2.

(2) Any constable, upon discovery of the alcoholic beverage in a Park, may remove the alcoholic beverage and section 56 of The Liquor Licence Act, 1975 applies with all necessary changes in respect of a contravention of the By-law. By-law No. 78-97, S. 7(2)(3); By-law No. 80-002, S.2.

(3) Subsections 1 and 2 shall not apply to a mobile home, recreational vehicle, trailer or tent that is designed for use as, and is being used as, a residence, in a section of the Park designated by the City for such use. By-law No. 78-97, S.7(4).

25. No person shall pick, gather or remove worms from a Park, except with the prior written permission of the City, upon such terms and conditions as the City may specify.

26. (1) Any person found in a recreation building in a Park during hours not authorized for the use of such building.

(a) who fails to account satisfactorily for his or her presence to a police constable; or

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(b) who fails to obey an order of a police constable to leave the Park; or

(c) being found in a recreation building or in a swimming pool by a constable or any employee of the City,

may be apprehended as a trespasser. By-law No. 78-97, S.8.

(2) Any person found in a Park between the hours of 11:00 o'clock in the afternoon and 6:00 o'clock in the forenoon,

(a) who fails to account satisfactorily for his or her presence to a police constable; or

(b) who fails to obey an order of a police constable to leave the Park,

may be apprehended as a trespasser.

(3) Subsections 1 and 2 shall not apply where the person has prior written permission of the City, upon such terms and conditions as the City may specify. By-law No. 78-97, S.9.

27. (1) No person shall accost any other person using the Park.

(2) No person shall annoy other person using a Park by making,

(a) verbal comments; or

(b) engaging in physical displays or actions,

contrary to such other person's request to cease.

28. No person shall, in a Park, engage in,

(a) riotous or boisterous or threatening conduct; or

(b) abusive, or threatening or profane or loud language.

29. No person shall, in a Park,

(a) loiter; or

(b) spy; or

(c) conduct himself in such a manner,

so as to disturb the peaceful enjoyment of the Park by any other person.

29a. (1) No person shall loiter in a Park after dark.

(2) The City may erect one or more signs indicating "No Loitering After

Dark".

(3) For the purpose of this section, "dark" means the partial or total absence of natural light following sunset. By-law 86-334, S.2.

29b. Where a sign is erected, no person shall fail to comply with the prohibition indicated in the sign. By-law 86-334, S.2.

PART II

VEHICLES IN PARKS

30. (1) There shall be erected one or more of the following signs in a Park:

1. Signs displaying the symbol for "No Parking" as specified under The Highway Traffic Act.
2. Signs displaying the word "Yield", or symbol in lieu thereof, specified under The Highway Traffic Act.
3. Signs displaying the word "Stop", or a symbol in lieu thereof, specified under The Highway Traffic Act.
4. Signs displaying the maximum speed limit, specified under the Highway Traffic Act.
5. Signs displaying the symbol for "No "U" Turns", specified under The Highway Traffic Act.
6. Signs indicating "One Way Traffic" specified in Part A to schedule 1 of By-law No. 66-100.
7. Signs indicating lane use designation, specified in Part C of schedule 1 of By-law No. 66-100.
8. Signs indicating that a roadway or drive is closed to vehicular traffic or to a particular class of vehicular traffic.
9. Signs indicating a public parking area.
10. Signs indicating time limit for parking.
11. Signs indicating service roads.

(2) The signs referred to in subsection 1 may contain,

- (a) an exception relating to an activity permitted in a particular area;
- (b) additional information relating to the regulation of traffic.

31. (1) Parking by the public or a class thereof shall not be authorized in a Park except.
 - (a) in a public parking area; or
 - (b) in any other area, with the prior approval of the City.
32. (1) No person shall park a vehicle in a parking area except in the area of the parking space.
 - (2) No person shall park a motor vehicle in a parking area for a time longer than specified on an official sign.
 - (3) No person shall park a motor vehicle in a Park where an official sign prohibits parking.
33. No person shall drive or park a commercial motor vehicle without the prior approval of the City.
34. (1) No person shall drive a motor vehicle in a Park except,
 - (a) on a roadway or drive; or
 - (b) with the prior approval of the City, on a service road.
35. No person shall drive a motor vehicle in a Park in excess of 30 kilometres per hour.
36. No person shall drive a motor vehicle,
 - (a) on any grassed area in a Park;
 - (b) on any landscaped area in a Park.
37. No person shall drive a vehicle on any sidewalk, pathway or footpath used by or set apart for the use of pedestrians in a Park.
38. No person shall drive a vehicle on a running track in a Park.
39. No person shall drive a vehicle on a roadway or drive that is closed to vehicular traffic.
40. No person shall drive a vehicle on a two-way roadway except on the right-hand side thereof.
41. No person shall drive a vehicle on a one-way roadway in a direction opposite to the direction of the traffic.
42. No person shall remove, deface or in any manner interfere with any official sign.
43. No person shall fail to comply with the directions or instructions on any official sign.
44. No person shall park a vehicle in a parking space except to visit the

amenities offered by the Park for personal enjoyment.

45. No person shall,

- (a) wash down; or
- (b) clean up or polish the interior or exterior of; or
- (c) perform automotive services or repairs on,

a vehicle parked or stopped in a Park.

46. (1) No person shall use, cause to be used or permit to be used a motor vehicle in a Park or any part thereof, to provide driving instructions.

(2) No person shall receive driving instructions in a motor vehicle in a Park.

47. (1) No person shall operate a bicycle in a Park except,

- (a) on a roadway or drive; or
- (b) on a parking area.

(2) No person shall operate a bicycle in a Park,

- (a) on a service road; or
- (b) in or adjacent to any entrance or exit area in a Park; or
- (c) on a pedestrian pathway; or
- (d) on any grassed area in a Park; or
- (e) on any area surrounding ornamental flower beds.

48. (1) Except as provided in subsection 2, no person shall operate a bicycle in a Park unless the bicycle is equipped with an alarm bell so arranged that it is under the complete control of the rider and is capable of being distinctly heard at a distance of not less than 20 metres.

(2) The person operating a bicycle shall sound the bell whenever it is reasonably necessary to notify pedestrians or vehicles of its approach.

(3) No person shall equip the bicycle with one or more of the following:

- 1. A large gong bell or a bell that rings continuously for any period of time.

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2. A siren or horn or a device producing a sound which so nearly resembles that produced by a siren or horn as to deceive and confuse.
- (4) No person shall operate a bicycle in a Park after dark unless,
 - (a) the bicycle carried on the front thereof a lighted lamp displaying a white or amber light and on the rear thereof,
 - (i) a light lamp displaying a red light; or
 - (ii) a large reflector,clearly discernable from a distance of 30 metres.
49. (1) No person shall operate a bicycle by riding the bicycle side-by-side along with two or more bicycles that are being ridden side-by-side.
- (2) No person shall ride crosswise and curbing to and fro in a Park.
- (3) No person shall ride a bicycle on the grass in a Park.
- (4) No person shall ride a bicycle in an area provided by the City for any game or activity or specified use, in a Park.
- (5) No person shall operate a bicycle in a Park with his hands off the handlebars.
- (6) No person shall carry an infant or a child under 12 years of age on a bicycle in a Park, in any manner whatsoever.
50. (1) Every person to whom this by-law applies, shall comply with every direction of a police constable or by-law enforcement officer, to immediately cease any action prohibited.
- (2) Where the person does not immediately cease the action prohibited, the person shall immediately depart from the Park.
- (3) Where the person does not immediately depart from the Park, he may be ejected from the land comprising the whole of the Park, by a police constable.
51. Repealed. By-law No. 78-97, S.10.
52. Repealed. By-law No. 78-97, S.10.
53. Every person who contravenes any provision of this by-law is guilty of an offense and is liable to a fine of not more than \$2,000.00 exclusive of costs. By-law No. 81-218, S.11.
54. (1) A police constable or by-law enforcement officer observing a vehicle alleged to be parked;

- 14 -

(a) at a parking space for a period of time longer than the period of time permitted; or

(b) at any location where parking is prohibited,

may attach a serially numbered tag to the motor vehicle.

(2) Any person upon presentation of the tag may, within 7 days pay a penalty out of court in the amount of:

(a) not less than \$6.00 in the case of a vehicle parked longer than the period of time permitted; or

(b) not less than \$13.00 in the case of a vehicle parked where parking is prohibited.

55. The following are repealed:

1. By-law No. 6726, passed on the 8th day of May, 1951;

2. By-law No. 10796, passed on the 27th day of July, 1965;

3. By-law No. 75-152, passed on the 27th day of May, 1975, as amended by By-law No. 76-237, passed on the 31st day of August, 1976;

4. By-law No. 75-220, passed on the 30th day of July, 1975, as amended by By-law No. 76-249, passed on the 14th day of September, 1976.

56. This by-law may be cited as "The Parks By-law".

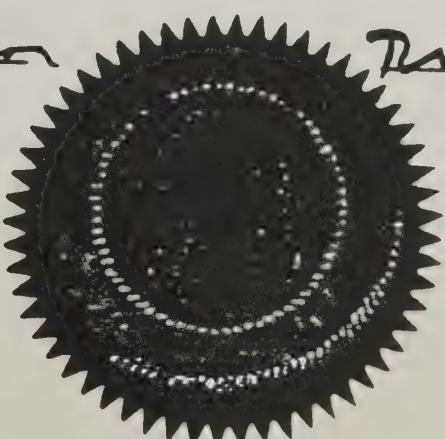
57. Every reference to By-law 77-221 shall be a reference to this By-law.

58. The Parks By-law No. 77-221 passed on the 30th day of August 1977, and all subsequent amendments are hereby repealed on the date of the passing and enactment of this By-law.

PASSED this 28th day of February A.D. 1989.


Elvyn Lumsden
City Clerk

Mayor



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SCHEDULE "A"

To By-law No. 82-180

1. Dundurn Park
2. Harvey Park

SCHEDULE "B"

To By-law No. 77-221

[Section 20(4)]

FESTIVAL EVENTS

1. Festival of Friends.
2. May 21st Celebrations.
3. July 1st Celebrations.
4. Senior's Carousel.
5. Summer Concert Series.
6. Victoria Day Celebrations.
7. Winterfest.
8. Waterfront Celebrations.
9. Your Festival.

SCHEDULE "C"

[Section 21(3)]

1. Gore Park.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93 - 005

TO AMEND

TRAFFIC BY-LAW 89-72
PARKS BY-LAW 89-74

WHEREAS each of the aforementioned by-laws provide for the tagging of motor vehicles and the payment of penalties out of Court;

AND WHEREAS the Transport and Environment Committee, at its meeting of 1993 January 04th, recommended that the parking violation fines for overtime parking and "No Parking" on-street and in Parks be increased as hereinafter provided.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:-

1. Section 54(2) of the Parks By-law 89-74 passed on the 28th day of February 1989 is hereby amended by striking out "\$13.00" in the first line of Subsection (b) and by inserting in lieu thereof "\$20.00".
2. Section 43a of By-law 89-72 to Regulate Traffic passed on the 28th day of February 1989 is hereby amended:
 - a) by striking out "thirteen dollars" in the first line of Subsection (3)(a) and by inserting in lieu thereof "twenty dollars"; and
 - b) by striking out "thirteen dollars" in the second line of Subsection (3)(b) and by inserting in lieu thereof "twenty dollars".
3. This by-law shall come into force and take effect on the 1st day of July 1993.

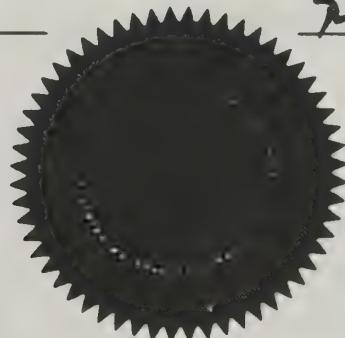
PASSED THIS 12th DAY OF January , A.D. 1993.



CITY CLERK



MAYOR



THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93 - 052

TO AMEND

TRAFFIC BY-LAW 89-72
PARKS BY-LAW 89-74

WHEREAS each of the aforementioned by-laws provide for the tagging of motor vehicles and the payment of penalties out of Court;

AND WHEREAS the Transport and Environment Committee, at its meeting of 1993 March 01st, recommended that the parking violation fines for overtime parking in time limit areas and at parking meters be increased as hereinafter provided.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:-

1. Section 54(2) of the Parks By-law 89-74 passed on the 28th day of February 1989 is hereby amended by striking out "\$6.00" in the first line of Subsection (a) and by inserting in lieu thereof "\$10.00".
2. Section 43a of By-law 89-72 to Regulate Traffic passed on the 28th day of February 1989 is hereby amended:
 - a) by striking out "six dollars" in the first line of Subsection (1)(a) and by inserting in lieu thereof "ten dollars"; and
 - b) by striking out "six dollars" in the first line of Subsection (1)(b) and by inserting in lieu thereof "ten dollars"; and
 - c) by striking out "six dollars" in the third line of Subsection (2)(a) and by inserting in lieu thereof "eight dollars"; and
 - d) by striking out "six dollars" in the third line of Subsection (2)(b) and by inserting in lieu thereof "eight dollars".
3. This by-law shall come into force and take effect on the 1st day of July 1993.

PASSED THIS 9th DAY OF *March* , A.D. 1993.


CITY CLERK


MAYOR



STATUS UPDATE ON PLANNING PROJECTS RELATED TO THE CENTRAL AREA

PROJECT	STATUS	UPCOMING MEETINGS OF INTEREST TO CAPIC MEMBERS
Beasley Neighbourhood Plan Review	The revised Neighbourhood Plan is currently being completed by the Neighbourhood Committee. The land use schedule is complete; the policies are the next portion of the plan to be undertaken.	None upcoming.
Official Plan Five Year Review	The Local Planning Branch is commencing the Official Plan Five Year Review as mandated by the Planning Act. The Planning and Development Committee authorized the preparation of a Terms of Reference for the study.	None upcoming.
Central Neighbourhood Plan	The land use schedule and policy document are completed. The plan will be circulated to various departments and agencies for comments.	A public meeting will be scheduled at a later date when all the comments are received and reviewed.
Mayor's Downtown Initiatives	A City Initiative to remove public parking lots as a permitted use was on the agenda of the Planning and Development Committee - October 5, 1994. The initiative was tabled at that time for an ad hoc committee to meet on the proposed initiative.	None upcoming.

STATUS UPDATE ON PLANNING PROJECTS RELATED TO THE CENTRAL AREA

PROJECT	STATUS	UPCOMING MEETINGS OF INTEREST TO CAPIC MEMBERS
Ferguson Avenue Revitalization	The final review of the Plan and associated comments is scheduled for the FARAC meeting of October 11, 1994.	None upcoming.
Barton Street Initiatives	Approval of the funding was announced by the Province in late September.	None upcoming.
CBD Study	The study was approved in principle in 1993. Since that time, certain initiatives have been commenced:	None upcoming.

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Gore Park Fountain;
GO Area Study (Planning & Development Department);
preparation of working drawings by
Public Works Department to
implement the Study; and,
inclusion of \$765,000 in the Year 2,002
Capital Budget to implement the
project.

STATUS UPDATE ON PLANNING PROJECTS RELATED TO THE CENTRAL AREA

PROJECT	STATUS	UPCOMING MEETINGS OF INTEREST TO CAPIC MEMBERS
West Harbourfront Study	<p>The lands of the Study Area have been refined and now include a smaller geographic area (Coates Paradise, York Boulevard, Cannon, & A consultant has been hired to undertake the public participation work for the project. Other studies include a review of the Stuart Street CN Yards and a Heritage Inventory (both done by consultants). The issue of the use of the marina at Pier 4 is currently being discussed, with options presented for public comment.</p>	None upcoming.
Hamilton GO Station		<p>The Planning and Development Department has established a separate study team of five employees to work exclusively on the GO Area Study. The project is tentatively scheduled to be completed by the end of October.</p>

STATUS UPDATE ON PLANNING PROJECTS RELATED TO THE CENTRAL AREA

PROJECT	STATUS	UPCOMING MEETINGS OF INTEREST TO CAPIC MEMBERS
CN Station	<p>A proposal has been submitted by a group of Hong Kong investors. The proposal includes a leaseback by the City of some of the station for municipal purposes (e.g. the station).</p> <p>The proponents are currently negotiating with CN to purchase the station.</p>	None upcoming.
St. Mark's Church	<p>The City has acquired the church and the land for public open space purposes (Closing Date: September 30, 1994). A tour of the property will be scheduled and the City will commence preparations of a plan to undertake any repairs identified.</p> <p>In addition, the long term use of the Church is to be decided.</p>	None upcoming.

URBAN/MUNICIPAL

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

URBAN MUNICIPAL

DATE: Friday, November 11, 1994

NOV 9 1994

TIME: 9:30 a.m.

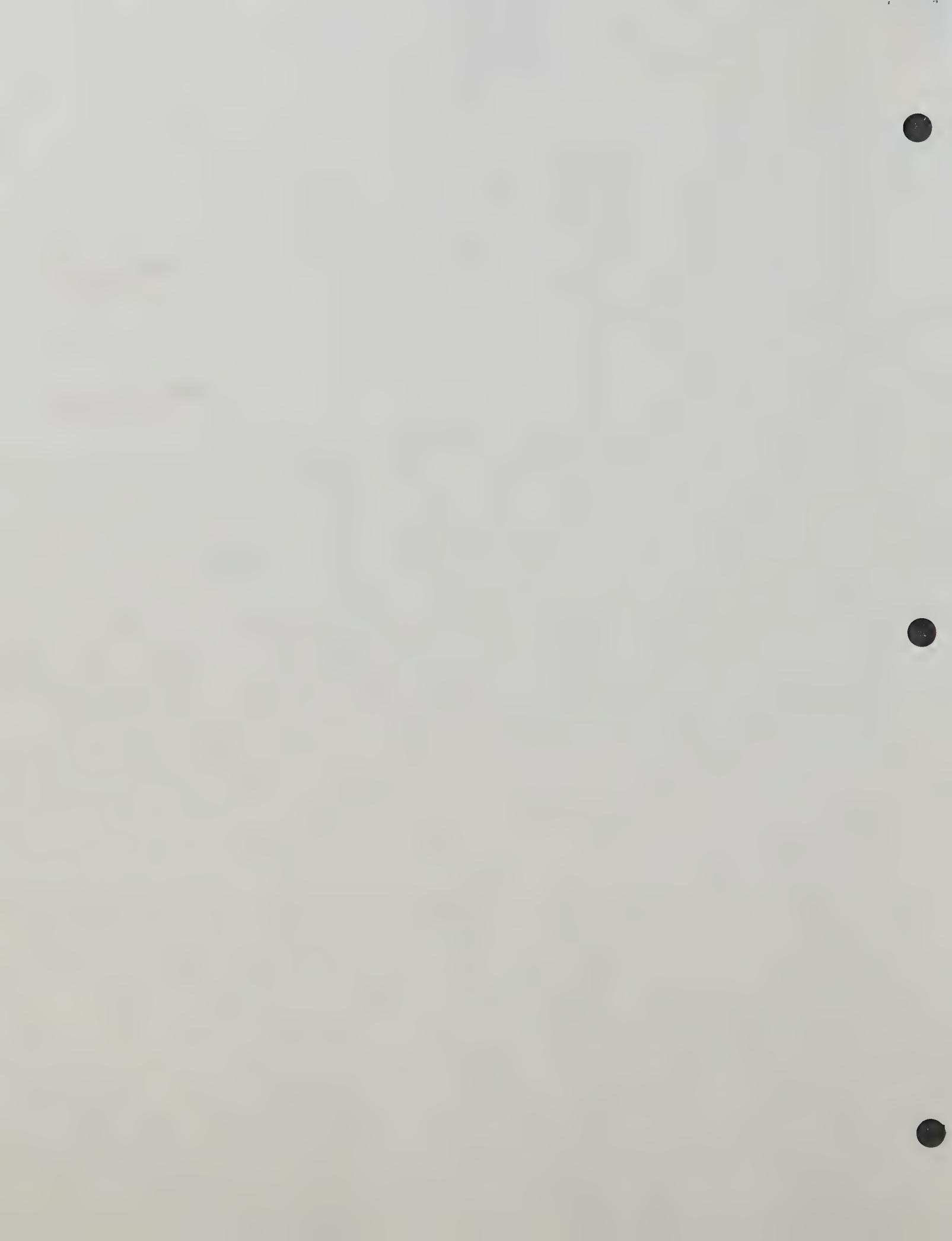
PLACE: Room 233, 2nd Floor
Hamilton City Hall

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held October 14, 1994
3. Development Update
4. Information Presentation - Ferguson Avenue Master Plan
5. Other Business
6. Members Reports
7. Next Meeting/Adjournment

If you cannot attend the meeting, please contact Mary Lou Tanner at 546-4148.



Outstanding Re-Zoning Applications in Central Area Neighbourhoods:

As of November 3, 1994

<u>File #</u>	<u>Neighbourhood</u>	<u>Date</u>	<u>Address</u>	<u>Proposal</u>	<u>Status</u>
94-04	Stinson	Feb 10/94	370 Main St. East	8-storey seniors apt building (58 units)/ ground floor commercial	Revised plans submitted & circulated
94-14	Beasley	May 16/94	N/S Wilson between Hughson and John	2 three-storey apt buildings (72 units)	Revised plans submitted & circulated
94-18	Landsdale	Jul 19/94	384 Barton E./109 Smith	Convert church to 34 apt units	Circulated

Outstanding Rental Housing Protection Act Applications in Central Area Neighbourhoods:

<u>File #</u>	<u>Neighbourhood</u>	<u>Date</u>	<u>Address</u>	<u>Proposal</u>	<u>Status</u>
CD-93-003	Corktown	Dec 22/93	362 John Street South 5-7, 9-11 Rockwood Place 21-25 Mountwood Avenue	Conversion to Condominium (53 residential units)	Approved July 26/94
CD-94-001	Beasley	Sept 14/94	22-24-26 John Street North	Conversion to Condominium (2 commercial units; 12 residential units)	In process

Outstanding Site Plan Applications in Central Area Neighbourhoods:

As of November 3, 1994

<u>File #</u>	<u>Neighbourhood</u>	<u>Date</u>	<u>Address</u>	<u>Proposal</u>	<u>Status</u>
93-39	Beasley	Nov 24/93	11 Ferguson Ave. N.	14-stall parking lot	Approved - Sept.30/94
93-41	Beasley	Dec 06/93	150 Catherine St. N.	4-stall parking lot	Approved - Oct.7/94
94-18	Corktown	Aug 02/94	131-137 Forest Ave.	10-bed Residential Care Facility	Approved - Nov.2/94
94-21	Landsdale	Aug 29/94	402 Barton St. E.	25-stall parking lot	Approved - Sept.21/94
94-25	Corktown	Sept 29/94	150-158 Catharine St. S.	14 unit condominium	In process
94-28	Beasley	Oct 18/94	13 Walnut Street N.	39-stall parking lot	In process

STATUS UPDATE ON PLANNING PROJECTS RELATED TO THE CENTRAL AREA

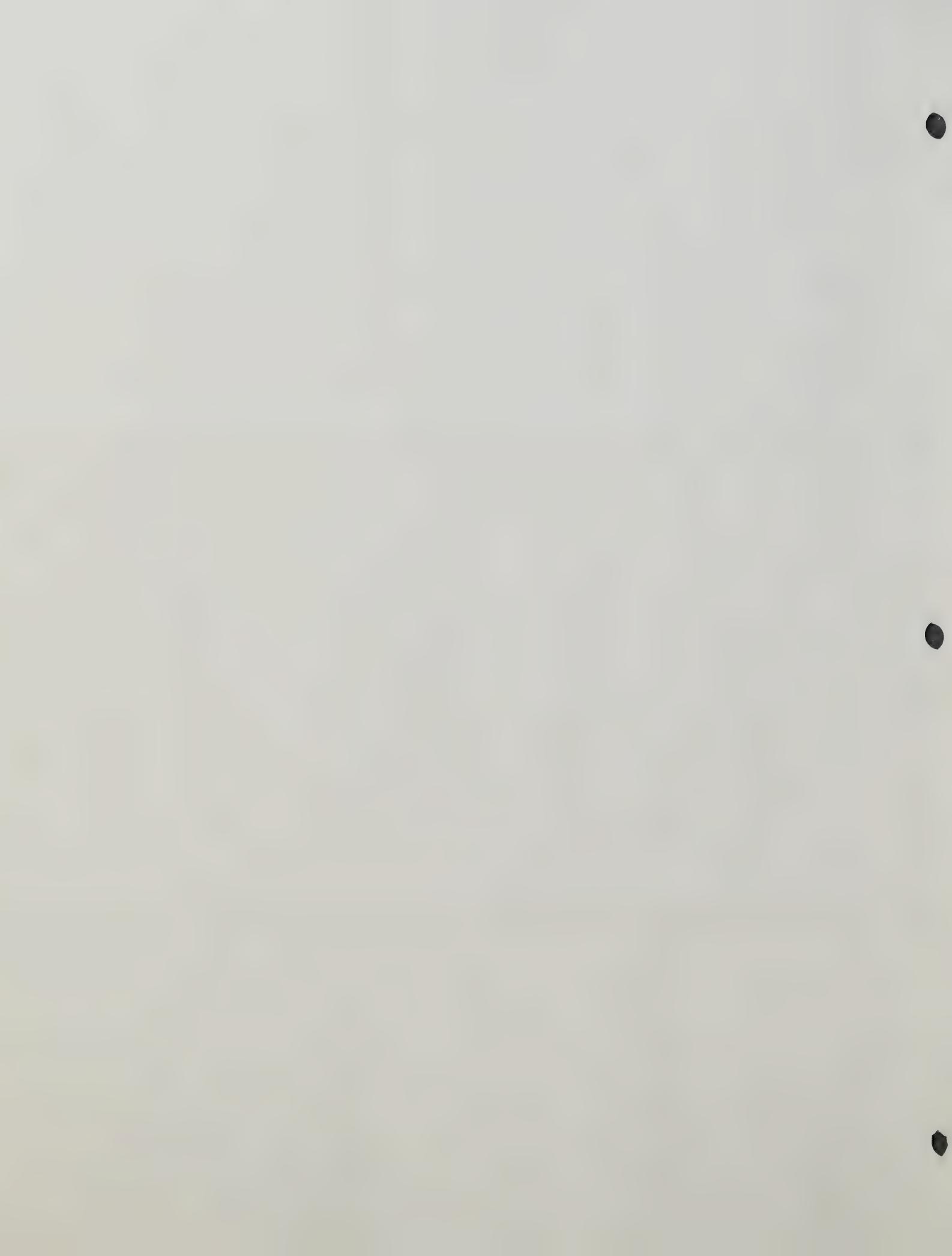
PROJECT	STATUS	UPCOMING MEETINGS OF INTEREST TO CAPIC MEMBERS
Beasley Neighbourhood Plan Review	Will be reviewing the Ferguson Avenue land use proposals.	TBA
Official Plan Five Year Review	The Terms of Reference are being prepared.	None upcoming.
Central Neighbourhood Plan	The land use schedule and policy document are completed. The plan will be circulated to various departments and agencies for comments.	A public meeting will be scheduled at a later date when all the comments are received and reviewed.
Mayor's Downtown Initiatives	The Ad Hoc Committee has been formed.	November 23 - Ad Hoc Committee's First Meeting.
Ferguson Avenue Revitalization	The Citizens Committee has completed the Master Plan.	December or January Planning Committee.

STATUS UPDATE ON PLANNING PROJECTS RELATED TO THE CENTRAL AREA

PROJECT	STATUS	UPCOMING MEETINGS OF INTEREST TO CAPIC MEMBERS
Barton Street Initiatives	The Province is examining program initiatives to forward the money to the City.	None upcoming.
CBD Study	No change since last meeting.	None upcoming.
West Harbourfront Study	The study is ongoing.	None upcoming.
Hamilton GO Station	The GO Area Study is scheduled to be completed in mid-November. Public consultation will be undertaken towards the end of 1993 and into early 1994.	None upcoming.
CN Station	No change since last meeting.	None upcoming.

STATUS UPDATE ON PLANNING PROJECTS RELATED TO THE CENTRAL AREA

PROJECT	STATUS	UPCOMING MEETINGS OF INTEREST TO CAPIC MEMBERS
St. Mark's Church	The City is looking at hiring a consultant to evaluate the building's status.	None upcoming.



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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, December 9, 1994

URBAN MUNICIPAL

TIME: 9:30 a.m.

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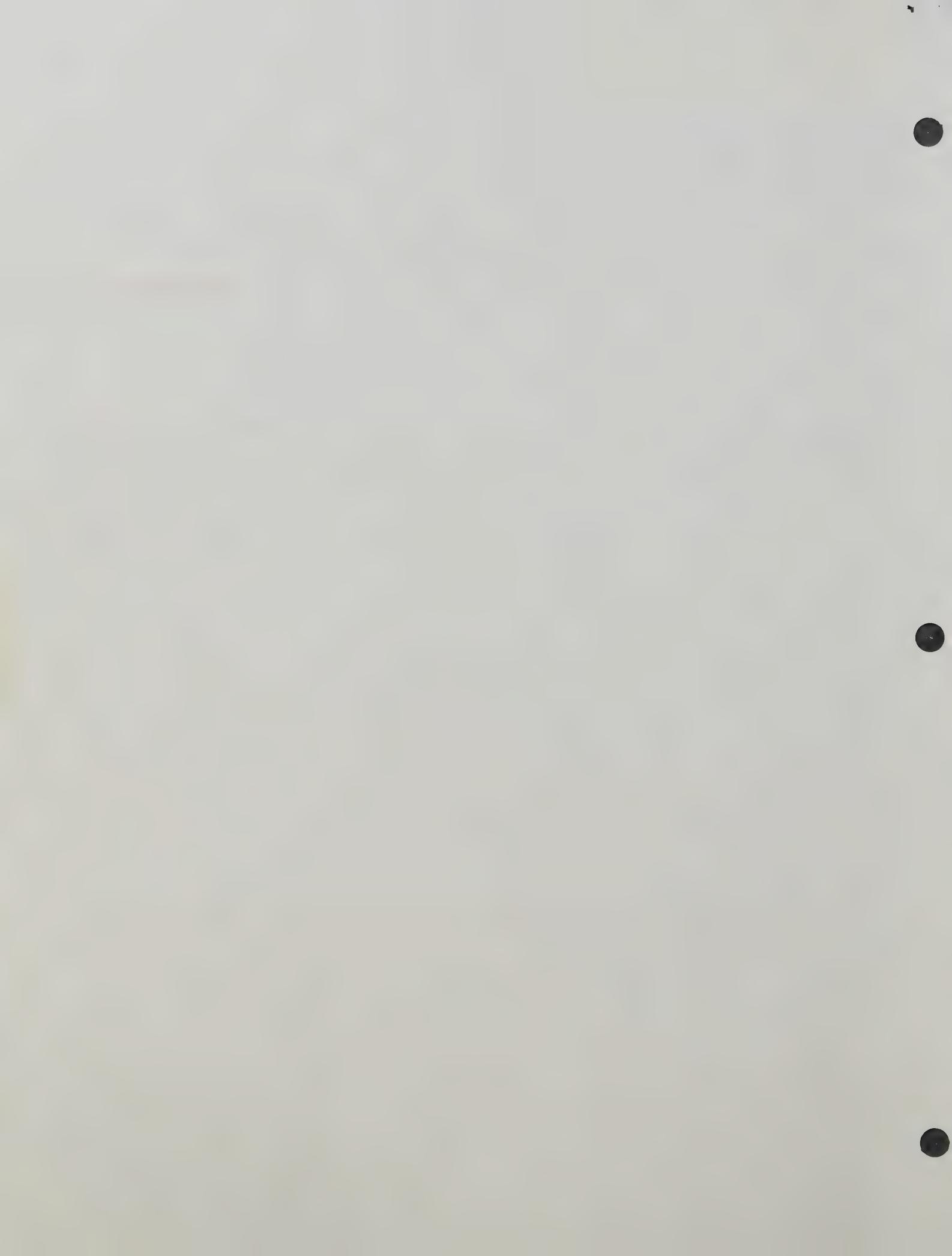
PLACE: Room 233, 2nd Floor
Hamilton City Hall

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held November 11, 1994
3. Review of 1st CAPIC Forum on Downtown
4. Other Business
5. Members Reports
6. Next Meeting/Adjournment

If you cannot attend the meeting, please contact Mary Lou Tanner at 546-4148.



STATUS UPDATE ON PLANNING PROJECTS RELATED TO THE CENTRAL AREA

PROJECT	STATUS	UPCOMING MEETINGS OF INTEREST TO CAPIC MEMBERS
Beasley Neighbourhood Plan Review	Will be reviewing the Ferguson Avenue land use proposals.	TBA
Official Plan Five Year Review	The Terms of Reference are being prepared.	None upcoming.
Central Neighbourhood Plan	The land use schedule and policy document are completed. The plan will be circulated to various departments and agencies for comments.	A public meeting will be scheduled at a later date when all the comments are received and reviewed.
Mayor's Downtown Initiatives	The Ad Hoc Committee on Parking Lots has been formed.	January, 1995 (date TBA)
Ferguson Avenue Revitalization	The Citizens Committee has completed the Master Plan.	January Planning Committee (tentative)

STATUS UPDATE ON PLANNING PROJECTS RELATED TO THE CENTRAL AREA

PROJECT	STATUS	UPCOMING MEETINGS OF INTEREST TO CAPIC MEMBERS
Barton Street Initiatives	The Province is examining program initiatives to forward the money to the City.	None upcoming.
CBD Study	No change since last meeting.	None upcoming.
West Harbourfront Study	The study is ongoing.	None upcoming.
Hamilton GO Station	The study was completed in November 1993. A presentation on the report, and comments from CAPIC, will be on a future CAPIC agenda.	None upcoming.
CN Station	No change since last meeting.	None upcoming.
St. Mark's Church	No change since last meeting.	None upcoming.

Planners bashing planners

Land-use and zoning bylaws are the problem, not the solution, said speakers at a recent symposium on urban issues

BY RACHEL RAFELMAN
Special To The Globe and Mail

THERE is no question that people are way ahead of the government in understanding urban issues," says John Sewell, Toronto's former mayor, author, and all-round pundit on city planning matters. "But it is the government that makes the rules, and that's where you have to begin tackling the problems."

The problems and new ways to tackle them was the theme at Reclaiming the City, the recent one-day symposium that was part of the Royal Architectural Institute of Canada's 1994 Festival of Architecture. Designers, planners and architects at the conference mused optimistically on the nature of the city and its future.

Ken Greenberg, founder and former director of the City of Toronto Division of Architecture and Urban Design, and now a principal in the urban-design firm Berridge Lewinberg Greenberg, agrees with Sewell. "All our laws and regulations put together are not as sophisticated as the public's instinctive understanding of what's wrong with the city," he says. He points to the massive amount of energy that went into railing down land use for Toronto's railway lands. It led to a plan for 12-million square feet of office space that is not needed and probably never will be.

The CBDs (central business districts) with their single planned use (office space), once the great hope of the late 1960s and seventies, have now become the urban albatross of the nineties. "It's the dinosaur phenomenon," Ken Greenberg says on the subject of CBDs. "They're like a species on the verge of extinction." No one in North America is building them anymore.

Changes in work methods, the economy and increasingly sophisticated telecommunications, Greenberg says, have induced the CBD to collapse "of its own weight."

So what's in Greenberg's crystal ball? A shift away from statutory planning (such as land-use planning and zoning bylaws) back to urban design that is humane and responsive to unique situations. "We have the wrong tool kit for our age," says Greenberg, who has a uniquely emblematic way of speaking. Toronto needs to "loosen up. We are control freaks. It's our biggest problem." There was, in the past, an emphasis on "the purification of a building type" intended for only one purpose, but, "Form does not need to follow function. A [building] should outlast a wide range of functions."

He uses the BCE Place as an exemplar of his idea of "deliberate redundancy," where there is a wide overlap in a building's use. "They could have just built an ordinary office lobby, but instead there is this magnificent urban

space that is useful for all kinds of different things. The RAIC had its big dinner and dance there and it worked perfectly."

The speakers all agreed that successful urban renewal requires an "image" of the city that encompasses both its natural and social setting, its population and the infrastructure of already-existing places.

Steven Fong, an architect and professor at the School of Architecture at the University of Toronto, talked about — and spelled out — the "AnAlogical MetroPolis." This unwieldy term describes the opposite of the Logical Metropolis, which was the theoretical model until recently. This "logical" version is about "clarity of organization," single-purpose, well-tailored and urbane structures planted carefully in tidy, controlled districts. Such thinking often led to the destruction of residential areas deemed messy and disorganized.

By contrast, the AnAlogical MetroPolis is "spontaneous, permissive, compressed, synthetic, adaptable." It is in opposition to those who see the city's identity "as on a post card with huge towers." The real identity or foundation of a city, Fong believes, derives from a city's geographical site. His example is New York City's Central Park, where big rocks stand out prominently in the landscape. Reclaiming an urban area, he says, requires an understanding of the relationship between the city and its original site.

But it doesn't take a city planner to realize how dismally Toronto relates to its site. Our waterfront, surely a big part of our town's identity, has been swallowed up by development and cut off from the city core and the residential population by the Gardiner Expressway.

It took a Frenchman to observe that Toronto's other defining natural characteristics have been forgotten altogether. Paris-based landscape architect Alexandre Chemetoff, looking at our city with fresh eyes, described a system of ravines and small creeks — a "natural grid" and a hidden identity. "This is the foundation of this city. I could hardly see the public space here. What I saw were the leftovers from the private buildings."

Chemetoff, who, somewhat impractically, believes Toronto "must open the city up to the lake," cites an image from his favourite novel by André Malraux — a peasant with an intimate knowledge of the land takes an airplane ride and can't recognize the same terrain — as a parable of how urban planning can alienate the same population it purports to serve. "The aim is for the image to be a bit banal and shared by everyone. It has to be something that is common to the city."

Renovation with a little imagination

Every first-year design student spends long hours mooning over architecture magazines fantasizing the ultimate dream project: converting an old commercial/industrial space into a loft studio. Preferably, of course, in a funky historic building with tons of character and quirky features.

You've probably seen these in the design magazines: gory exposed brick walls miles of hardwood gleaming with the patina of generations raised platforms that define dining and office areas, freestanding partition walls masking bedrooms and baths, and glorious antique pillars scattered throughout the space. Artists have always been drawn to lofts because they're loose, free-form, and (used to be) cheap, cheap, cheap. The wonderful thing is, the building doesn't tell you what to do. You can create whatever you want within the user-friendly shell. It's the ultimate blank canvas.

The other factor is light: many old commercial buildings, in the days before conservation, were blessed with acres of windows, and artists, of course, are hounds for good light.

In Paris, London and New York and later in Toronto and Vancouver and Montreal, other

people followed where the artists led. City zoning regulations were lightened up to facilitate the return of living, breathing humans to areas that used to shut down tight at sundown. Loft conversions moved from illegal to desirable status as cities recognized the need for a residential population in otherwise commercial areas.

Today in Hamilton, with the decline of our downtown (a friend of mine says it's like one giant rock-T-shirt store), we desperately need new life and vitality that's willing to move into previously non-residential territory and begin making it look attractive. The things that follow, run from grocery markets and laundromats to butchers, bakers and candlestick makers. And don't forget short-repairs delis, bagel shops, bookstores, dry cleaners, wine stores and flower vendors.

Looking for ways to get out of the automobile culture? A return to downtown living is one way to achieve this. An antique building filled with people who, of course, consume products and services, becomes much more of

an asset to the downtown community than yet another parking lot.

People who want a safer street environment recognize that having home-owners around results in a we-care attitude that forces criminals and other bottom-feeders to move along.

This is the logic behind Neighborhood Watch and our cops will attest to the civilizing effects of these programs in other neighborhoods.

So, Hamilton, if the loft fantasy speaks to you, then you should know about two nifty buildings on the south side of Gore Park at 66 and 68 King Street. Five plus three floors of blank canvas, 25 by 135 feet and pretty much undivided, awaits the intrepid ones who've lasted after just such weird and wonderful space these many years. Great bones and gorgeous windows come with the territory.

Victoria Hall, at #68 boasts one of the last remaining pressed metal facades in Canada, created and installed in 1887 by local artisans. You won't find too many of those guys in the yellow pages today. This building is designated under the Ontario Heritage Act and the City has applied to the Historical Sites and Monuments Board in Ottawa for its designation as a national monument. It's been empty for nigh on fifteen years.

It is strategically located right next to our

old Post Office, now being converted to a

Provincial Court House, and is flanked on the

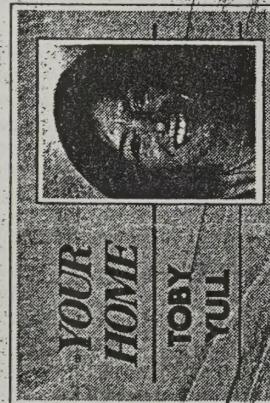
other side by the McKay Building, a long slim creature with an all-terra cotta facade and Gothic styling, also empty. If your dreams run to chic restaurants, those Court House employees will all be looking for a place to have lunch before long.

Here's the amazing part: in just over a hundred days, both of these beauties could be demolished. Demolition permits have been applied for and we are now part-way through the 180-day delay period following the application.

Coincidentally, the future of Hamilton's downtown taxation structure and downtown's very survival are hot topics on the table right now. The reconstruction of the TH & B station will result in removal of buses from the lower leg of King Street. The Gore Park area, which has had a full streetscape since the 1850s, may be about to come back into its own. Let's not have another parking lot, where we could have wonderful loft living!

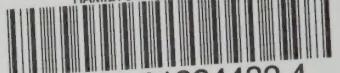
If this loft concept inspires you, and you have an interest in saving these two buildings from the wrecks, I'd love to hear from you.

•Toby Yull operates a home-based interior design consulting business, serving homeowners, buyers and builders. She welcomes your design-related questions. Please write to her c/o The Spec, 44 Frid Street, Hamilton, L8N 3G3.





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